

**Submission of additional information to the NSW Government Independent Planning Commission Regarding the Locomotive Workshop Australian Technology Park SSD 8517 and SSD 8449- D538-18**

**Following the IPC Meeting 30 November 2018 10:00am Oxford room 1, Level 1 Rydges Sydney Central, 28 Albion Street, Surry Hills 2010**

**Professor Lucy Taksa, PhD**

I begin by thanking the Commission for the opportunity to address Commission members on serious issues of concern regarding MIRVAC's proposal to undertake development before a stage 2 Heritage Interpretation Plan is finalised and implemented.

My presentation before the IPC on 30 November 2018 took as given the issues, concerns and objections raised by the other presenters on that date, notably Geoff Turnbull (Redwatch), Roger Jowett (RTBU RMA) and Juliet Suich, which I wholeheartedly support.

My presentation and this submission is based on:

- 35 years of scholarly research on the history of the Eveleigh Railway workshops that has been funded by grants from bodies such as the Australia Council, the Australian Research Council, the NSW Department of Planning, and the NSW Government Migration Heritage Centre;
- experience as a consultant historian on a number of heritage conservation reports and proposals for the Eveleigh Precinct including the ATP site;
- membership of various heritage Advisory committees for the Eveleigh Precinct;
- Chair of the Board of NSW State Archives and Records (2007-2012 – two terms permissible under the NSW State Archives legislation); and
- as an internationally recognised scholarly expert on railway workshops' heritage, industrial heritage and deindustrialisation and urban and community renewal, as demonstrated by published articles and book chapters in Australian and international scholarly journals and books.

**Please refer to extract from my CV attached as Appendix 1** to validate the claims of my expertise and to provide you with some idea of the significant breadth of the site's historic and heritage significance.

This significance has been acknowledged in a myriad of ways both during Eveleigh's century of industrial operations and since the termination of its industrial railway operations.

I respectfully suggest to you that there has been an abject dereliction of duty to the State's and the nation's heritage as a result of the failures by the NSW government authorities that have been responsible for the site since the late 1980s and now by MIRVAC to effectively preserve the site's material and intangible cultural heritage and to make that heritage and history accessible to current and future generations through a comprehensive heritage interpretation strategy.

An important aspect of this dereliction of duty relates to the financial waste of public funds. I estimate that hundreds of thousands of dollars have been spent on heritage studies, conservation management plans and heritage interpretation plans, as well as "community consultations" that commenced in the early 1990s. Besides the immense wastage of public funds, the time and commitment of those who have connections to Eveleigh across generations have also been wasted in what I believe can be depicted as "fake" consultations that have been exploited by both public servants and now MIRVAC and their consultant mates in what have amounted to little more than marketing and branding exercises.

This is a travesty given the recognition of the site's heritage significance as evidenced by its listing on:

- State and Federal Heritage Registers (NSW Regional Environment Plan, 17/11/ 1995
- the State Heritage Register as an item of State Significance on April 2, 1999;

In addition, the Eveleigh Railway Workshops and Eveleigh Railway Workshops Machinery are listed on the following statutory heritage registers under the NSW Heritage Act 1977: Australian Technology Park S170 Heritage and Conservation Register (ATP S170 Register). The following items are also listed, individually, on the ATP S170 Register: Eveleigh Locomotive Workshops Precinct; Eveleigh Locomotive Workshops Machinery Collection; Engine Shop; Locomotive Workshops Building; Works Managers' Office; Water Tower).

## Heritage Studies

I support my comments above with the following information about the number of Heritage Studies and Plans that have been produced. This is not the entirety of all such reports because not all have been publicly acknowledged or made accessible.

- Schwager Brooks and Partners. 1993. Eveleigh Precinct Conservation Policy, Report for the New South Wales Government, Sydney;
- Thorp, Wendy. 1994. Heritage Assessment: Archaeological Resources, ATP Master Plan Site Eveleigh: Report for City West Development Corporation. Sydney;
- NSW Department of Works and Services Heritage Group. 1995. *Eveleigh Railway Yards Locomotive Workshops Conservation Management Plan*. NSW Government. Sydney;
- Godden, Mackay. 1996. *Eveleigh Workshops Management Plan for Moveable Items and Social History*, Report for the NSW Government. Sydney;
- Rappaport, Paul. 1997. Chief Mechanical Engineer's Building: 327 Wilson Street, Chippendale: Conservation Management Plan, Report for the NSW State Railway Authority. Sydney;
- NSW Department of Works and Services Heritage Group. 1999. *Eveleigh Carriage Workshops Conservation Analysis*. NSW Government. Sydney;
- Rice, Jean and Otto Cserhalmi + Partners. 2000. *Eveleigh Carriage Workshops: Conservation Policies*. Sydney;
- Otto Cserhalmi + Partners. 2000. *North Eveleigh Railyard Development Control Plan: Statement of Heritage Impact*;
- Rice, Jean and Otto Cserhalmi + Partners. 2003. *Carriage Workshops Building Conservation Management Plan*. Sydney;
- Simpson Dawbin. 2003. *Large Erecting Shop Conservation Management Plan: Report for NSW Government*. Sydney;
- GML Heritage. 2013. *ATP Conservation Management Plan: Report for ATP*. Sydney;
- OCP Architects. 2016, *Eveleigh Railway Workshops, Overview Report, Revision D - June 17*. Report for UrbanGrowth NSW. Sydney.

## Interpretation Plans

Interpretation proposals were contained in the Godden Mackay, *Eveleigh Workshops Management Plan*, 1996. Others include:

- Futurepast Heritage Consulting and Taksa, Lucy. 2011. *Heritage Tours Program Handbook*, Australian Technology Park, Eveleigh, Report for ATP. Sydney;
- 3-D Projects, Artscape & Only Human. 2012. *Eveleigh Railway Workshops, Interpretation Plan & Implementation Strategy: Report for Redfern Waterloo Authority*. Sydney;
- Rappaport Pty Ltd. 2013. *Interpretation Strategy—Bays 1 and 2 Locomotive Workshops: Report for ATP Eveleigh*. Sydney;

- 3-D Projects. 2015. Signage Design Strategy—Eveleigh Railways Workshops: Report for ATP. Sydney;
- AHMS. 2015. Opportunities for Interpretation in the Central to Eveleigh Corridor: Report for Urban Growth NSW. Sydney;
- Vinton, Natalie. 2016. Interpretation Strategy for Australian Technology Park: Report for Mirvac by Curio Projects. Sydney.

Few of these studies have drawn on scholarly archaeological and historical expertise. For the most part heritage consultants with little or no historical training have cobbled together historical data from randomly selected primary sources or secondary sources including my publications.

I have critiqued the quality of these proposals in numerous scholarly articles, particularly by comparing the poorly thought-out and ad hoc approaches taken to heritage interpretation at this site that fails to adequately represent the site's heritage value and social significance.

Please see below Appendix A, my list of publications on this subject.

The superficiality of these products is now being followed by MIRVAC's focus on collected "Stories". This quick fix approach fails to provide anything meaningful of educational benefit and certainly does no justice to the significance of the site's history and social value.

The result is that NSW is a laughing stock in the area of industrial heritage, not only compared to actions taken in other states in Australia but also in different parts of the world, as I outline below.

My extreme frustration with the developments, or perhaps lack of development, in regard to Eveleigh's heritage generally and the interpretation of its intangible cultural heritage and history more specifically is based on years of contributing to various bodies that have produced very poor and wasteful outcomes.

I raised these issues consistently between 1997 and 1999, when I was Member of the Eveleigh Locomotive Workshop - Heritage Working Group, chaired by the NSW Government Architect and General Manager, Buildings Branch, NSW Department of Public Works and Services, as well as between 2000 and 2002, when I was a Member of the Sydney Harbour Foreshore Authority and the Australian Technology Park Heritage Project Control Committee.

During these years, while I was also President of the History Council of NSW and Vice President of the Australian Society for the Study of Labour History, Member of the National Archives Sydney Consultative Forum and of the History Advisory Committee of the NSW Heritage Council (2002-04), I lobbied for a Heritage Interpretation Centre at Eveleigh to provide a repository for all archival, photographic and oral resources pertaining to the site's history and memorabilia held in private hands of retired workers or their descendants or in the collections of relevant local, railway and labour movement interests groups.

At this time, I also lobbied for a **Workers Wall** to commemorate all recorded employees of the site and to establish a place of memorialisation, akin to the Welcome Wall for migrants at Darling Harbour. I noted that I had put together a data base of over 27,000 Eveleigh employees who were employed at Eveleigh from the mid-1880s to the late 1940s, for one of my Australian Research Council funded projects. In addition, I had put together a Register of Eveleigh employees and their descendants, launched by the then Premier of NSW at the ATP at a Community event hosted by ATP in 1999. My efforts were fruitless.

I contrast this with developments at the Western Australian Midland Railway Workshops.

In 2001, I was invited to Perth to advise the Board of the Midland Redevelopment Authority on approaches that could be taken to the heritage management and interpretation of the Midland Workshops and to present a Public Address on attitudes to Industrial heritage in Australia.

At a meeting of the Board I recommended a Workers Wall and an Interpretative Centre be established at the workshops. A year later in 2002, I was invited by the Office of the Western Australian Minister for Planning and Infrastructure, the Hon. Alannah MacTiernan, MP, to present a Keynote Address on 'Conserving, presenting and interpreting railway heritage', at the State Rail Heritage Strategy Forum held at the Midland Railway Workshops on 8 June. This followed an invited public address introducing the video 'STEAM POWER: A History of the Eveleigh Railway Workshops, which I produced with Summer Hill Media for an Australian Research Council funded project entitled 'A Model for Change at the Eveleigh Railway Workshops Precinct: Using Social and Industrial Heritage as Tools for Urban and Community Renewal', and which won an Energy Australia National Trust Heritage Award in 2002.

The Midland Redevelopment Authority and the WA Government followed my advice. A Workers Wall was built and an interpretative centre were established. Please see attached brochure.

The popularity of the wall was so immense that a second wall was launched in 2004 consisting of a further 750 bricks "to the growing Workers' Wall at the entrance to the historic Midland Railway Workshops". "At the dedication ceremony of the impressive wall, featuring bricks inscribed with the names and trades of former workers", Planning and Infrastructure Minister Alannah MacTiernan also released the Midland Redevelopment Authority's comprehensive heritage strategy to guide all future work on the historic site. "The Workers' Wall celebrates and links generations of Western Australian workers," she said. "Many people here today have connections to this place that extend throughout its 90-year history and many others have a relative, friend or acquaintance who worked here at one stage or another - and many more have yet to discover their link."

(<https://www.mediastatements.wa.gov.au/Pages/Gallop/2004/07/Bricks-continue-to-stack-up-in-commemoration-of-Midland's-railway-workers.aspx>).

The significance of this wall is demonstrated by the fact that it was included in the Heritage Council of WA Register of Heritage Places in 2003 and in December 2004, the Centenary year of the Workshops, the *Midland Railway Workshops* were included in the list of Western Australian Heritage Icons (See attached WA Heritage Register).

There are many connections between Eveleigh and Midland, although Eveleigh was older, bigger and employed more people. Nevertheless, both sites provided the backbone of Australia's heavy engineering industries and industrial infrastructure. Both were major sites of training and practically the major employers in their respective states. Employment at Eveleigh grew from a couple of thousand to between three and five thousand at various times in its history of operations at least until the 1960s.

The significance of Eveleigh's heritage and history is not limited to its labour and social history although these are of immense importance. Eveleigh has been connected to all aspects of Australia's economic, political and military history as well as Australia's history of diversity.

Women were employed there from the beginning of operations in the late 1880s on ancillary tasks such as upholstery of train carriages and cleaning. Women worked in the offices, on munitions manufacture during WW2 and as industrial nurses afterwards. One nurse received an MBE in the early 1960s.

This site was a microcosm of multicultural Australia from the beginning. Initially its migrant workers mainly came from the UK and USA, although during the late 19th century there were also small numbers from various European countries and also Syria.

From the 1950s migrants came from Europe and the Middle East and from the 1970s also from Asia and Latin America. The site also has immense cross-generational significance as entire family members worked there at any given time.

The descendants of its employees can be found in all walks of life. In my industry (Higher Education) alone, many leading academics employed at Sydney University, UNSW, UTS and Macquarie are descendants of Eveleigh workers, including Macquarie University's Vice Chancellor. Other descendants include Paul Keating, Bob Carr and other leading Australian politicians in the State and Federal Parliaments.

In fact, Eveleigh has immense significance for our country's history of citizenship; over 25 members of the NSW State and Federal Parliaments began their working lives there. Included among them were **three NSW Premiers** (McGowen, McKell and Cahill) and **one Governor-General** (McKell), as well as many aldermen in the municipal councils of Sydney including numerous mayors, such as Walter Padgen, who was a member of the NSW Legislative Council and Mayor of Randwick.

The Eveleigh workshops also performed broader social functions for our society.

Eveleigh was drawn into serving the Empire and the nation in 1901 when they its workers were engaged in building a royal train for Australia's first Governor-General; their work was linked to the opening of the first Federal Parliament and numerous Royal visits including one in 1954 by Queen Elizabeth. They were involved in munitions manufacture during two world wars. During the influenza pandemic in 1919, 22,000 mask frames were manufactured there. During the 1930s baby clinic carriages were built there and later converted for the use of the Far West Children's Scheme to assist Indigenous children. In 1936, in co-operation with the Department of Health, the workshops were engaged in the fitting out of a dental clinic car.

In the 1930s, Eveleigh workers fought against fascism in Australia and for Aboriginal citizenship rights from the 1930s until the 1960s. They collected resources for Aboriginal children on reserves and fought against the gaoling of indigenous people including Albert Namatjira. They were also active in opposing nuclear testing at Maralinga in the 1950s.

These are just a limited number of examples of the site's intangible cultural heritage that go to its state and national significance. All sources are contained in my publications listed below.

Sadly, since the early 1990s the owners and managers of this site have paid lip service to this heritage. While they have recognised Eveleigh's architectural and technological significance and protected some of its buildings and a miniscule amount of its machinery collection, such recognition has not extended to the site's social value.

On the contrary, the record of the lives of ordinary men and women has not been preserved in situ.

### ***Why is this relevant?***

In 2002, UNESCO's World Heritage Convention (WHC) formally recognised that industrial sites 'are important milestones in the history of humanity' ***because they 'testify to the ordeals and exploits of those who worked in them'***. On 17 October 2003, The Convention for the Safeguarding of the Intangible Cultural Heritage was adopted by the thirty-second session of the UNESCO General Conference.

This Convention ***defines intangible cultural heritage*** as the ***practices, representations, expressions, as well as the knowledge and skills***, that communities, groups and, in some cases, individuals recognise as part of their cultural heritage.

***Intangible cultural heritage*** is manifested in: ***oral traditions, social practices and traditional craftsmanship.***

***The text of the Convention emphasizes that the safeguarding of intangible cultural heritage is a complex process involving many actors, commencing with the communities and groups that are its very lifeblood.***

The lip service given by MIRVAC and its predecessors to community consultations makes a mockery of this convention.

The hundreds of thousands of dollars expended on interpretation plans have reduced the site's cultural heritage to proposals for 'installations of portraits of former workers in one bay', and simplistic stories or other ephemeral digital displays.

This sort of lip service is most patently evident in the website entitled "Eveleigh Stories" again produced by consultants, which consists mainly of a listing of primary and secondary sources, combined with a handful of personal stories and photos, some short videos (including my STEAMPOWER video that was uploaded without any effort to obtain permission and without any interpretation ([www.eveleighstories.com.au/](http://www.eveleighstories.com.au/)). Here Interpretation has been reduced to a "self-guided tour that celebrates the heritage of the Eveleigh area".

As I note in my forthcoming article on the neglect of migrant heritage in the American journal, *Labor*, and in a chapter on the neglect of women's contribution to Eveleigh's industrial heritage in a book on *Memory and Place* being published by Routledge in 2019, all displays of workers at Eveleigh sustain dominant masculine and Anglo-Australian representations of the industrial era that have enormous implications for the retention of gendered and ethnic stereotypes today. It is of some serious concern that an opportunity to challenge such stereotypes is being lost through the lack of adequate resourcing of a nuanced and comprehensive interpretation strategy that could provide immense educational and social benefits.

The superficiality of approaches to heritage interpretation is particularly evident in the neglect of the immensely significant Indigenous reconciliation activities engaged in by Eveleigh workers. Instead the Redfern Waterloo Authority commissioned a brief and highly problematic consultancy report that has never seen the light of day, while MIRVAC has paid lip service to engagement with Indigenous locals by installing an Indigenous garden.

MIRVAC makes much of its commitment to corporate social responsibility and community engagement (<http://sustainability.mirvac.com/our-strategy/>). Its 2017 Annual Report notes that the site is 'iconic' and that it is 'steeped in history, with a vibrant Indigenous community' (p. 6 and p. 34). Here too it is stated: "Over the past year, we have spent a great deal of time engaging with the people who live and work around ATP. After attending community sessions and meeting with key stakeholders, a liaison group was established to keep the community regularly informed on what's happening at ATP, and seek input on the initiatives they'd welcome. In addition, we are developing a high-level community liaison group of senior representatives, who will form a senior advisory panel. This panel will be consulted about four key areas, being: local community engagement; education and innovation; heritage and culture; and art' (p. 35).

More recently, under the title: "AUSTRALIAN TECHNOLOGY PARK: ALIVE WITH LOCAL HERITAGE", its Annual Report (9/8/2018) comments that "At Mirvac, we know how important it is to have a positive impact on the communities in which we operate, and this is particularly true at Australian Technology Park (ATP) in Sydney ([https://groupir.mirvac.com/page/Financial\\_Reports/](https://groupir.mirvac.com/page/Financial_Reports/))

**Having wasted time attending such consultations and in light of the current application I can only conclude that these expressions in Annual reports are masterful marketing strokes**

**that have little tangible value.** I note that at no point was a call for expressions of interest put out for members of the so called “senior advisory panel”. I note also that there is no effort to include historical expertise on this panel to contribute to the interpretation of the site’s intangible cultural heritage.

**What we have witnessed over decades is a quick fix approach that reflects a marketing, branding and compliance orientation to Eveleigh’s heritage.**

For all of MIRVAC’s self-branding as an organization committed to Corporate Social Responsibility, it has shown little evidence of commitment to its heritage responsibility to provide the proper resourcing for adequate, comprehensive and nuanced interpretation as compared with other sites of arguably lesser heritage significance in Australia, which have successfully combined commercial and heritage activities.

The persistent lack of willingness to invest in the site’s humanistic (multi)cultural history and the piecemeal and fragmented approach to the interpretation of the site’s heritage has ensured that the locomotive shops have been rendered solely as a “show-place” for technology of the past and technology for the future. This approach invariably limits understandings of continuities and discontinuities and “how the past becomes part of the present.”<sup>1</sup>

This approach is embarrassing when we compare it to developments at other arguably less significant railway workshops. For example, efforts to ensure access to the Ipswich workshops history in Queensland resulted in the allocation of \$AUS20 million from the Queensland Government to establish a branch of the Qld. Museum at the workshops (<http://www.theworkshops.qm.qld.gov.au/>).

In Tasmania , the Inveresk Railway Workshops were transformed by the Launceston City Council and the Tasmanian State Government into a new cultural precinct, including a museum encompassing recognition of its past work and working life. The Launceston’s Queen Victoria Museum and Art Gallery (QVMAG) has consistently engaged with the history of the workshops. In January 2015 (<https://www.abc.net.au/news/2015-01-20/call-out-for-old-photos-to-pay-tribute-to-old-railway-workers/6029578>) it began a project of preserving the histories of men and women who worked at Launceston’s old railway yards. In December 2016, the Director of the Museum and Art Gallery, “Richard Mulvaney said the museum had long desired to have a publication on the Launceston railway workshops site to heighten general awareness and appreciation of the history of the place and people who worked there”. He noted that: “This year we’ve been fortunate enough to realise that ambition with the publication of this warm and evocative book, with financial support from TasRail”. The history of the railway workshops at Inveresk was launched at the Retired and Ex Railway Employees Association 2016 Christmas lunch (<https://www.examiner.com.au/story/4330095/rail-workshops-history-preserved-in-print/>).

I have already mentioned effort made at the Midland Railway Workshops. Notably a book on the history of the workshops in which I have a chapter won the History **Section Prize in the Western Australian Premier’s Book Awards** (Bobbie Oliver and Patrick Bertola (eds) *The History of the Westrail Midland Railway Workshops*, University of Western Australia Press, Perth, 2007).

These initiatives build on international precedents. For example in the UK, a social history museum entitled ‘STEAM’ was established in the old Swindon Railway Workshops adjacent to the Swindon’s Designer Outlet. In a public private partnership, the Designer Outlet supported the site’s

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<sup>1</sup> M.H. Frisch, (1990) *A Shared Authority: Essays on the Craft and Meaning of Oral and Public History*, Suny Press, Albany, USA): 188.



history and the book published on it. Here too we find a Wall of Names commemorating the employees (<https://www.steam-museum.org.uk/Pages/Home.aspx>)

MIRVAC shows no inclination to follow such best practice. My efforts to gain interest from MIRVAC for a book on Eveleigh have been met with deathly silence. A submitted book proposal was completely disregarded, demonstrating a total lack of interest and commitment to the site's history and intangible cultural heritage.

Heritage interpretation developments at the railway workshop sites mentioned above have occurred because of the willingness of public and private authorities to engage with and fund appropriate interpretation of industrial heritage and most importantly to establish advisory bodies not solely consisting of self-referential representatives, as proposed by MIRVAC.

They demonstrate an accountability to the past and also in the present. Instead of relying on consultants, as has occurred to poor effect in NSW, these cases have drawn on scholarly expertise and broad ranging community input and OVERSIGHT. Notably, under the heading of Research, the Ipswich Museum website notes "Queensland Museum's research is based on principles of high-quality scholarship and appropriate collaborations, with partners ranging from the local to international research communities. Research generates new knowledge based on the material evidence of the Museum's collection; that provides economic and social benefits, and protects the Queensland environment; and new information that is critical to understanding key global issues" (<http://www.theworkshops.qm.qld.gov.au/Research#.XAiWQGhLg2wthe> Queensland).

I first raised proposals for a Workers' Wall and Interpretation Centre at Eveleigh in 1999, with the then Premier Bob Carr when he launched an Eveleigh Employee Register for me as part of an ARC funded project. I will briefly outline these proposals as they are as relevant now as they were then:

- The first was a **commemorative workers' wall** building on the model of the Welcome Wall at the Maritime Museum at Darling Harbour, one not one limited to recognizing only those who were injured, maimed or killed at this site as is included in MIRVAC recommendations. In my view the construction of a Commemorative Workers' Wall would provide a permanent memorial to the working lives of the men and women who worked at Eveleigh between the 1880s and the late 1980s and acknowledge those who ensured the efficiency of railway transport and other services through their work at Eveleigh, provide a source of pride for those people, their families, and descendants and enable understanding of the industrial past by young people and by future generations.
- **I recommended that accommodation be made available for relevant organizations and historical resources to enable effective preservation of** moveable artefacts, archives (oral, documentary and visual), and **memorabilia and** community access to and engagement with Eveleigh's tangible and intangible heritage.
- **I recommended the formation of a co-ordinating Committee**, preferably with broad stakeholder representation and statutory authority to enable effective co-ordination, oversight and accountability for the production and implementation of a heritage interpretation strategy and to manage community involvement with and access to Eveleigh's heritage
- I emphasised the need **for historical expertise drawn from our universities and not simply consultants who produce superficial accounts and proposals cobbled together in short time frames.** Today, this is even more relevant given the federal innovation agenda which promotes collaboration between universities and industry.
- **I proposed the implementation of the NSW Government's Heritage Trades Training Strategy** at Eveleigh to ensure that the conservation of Eveleigh's machinery collection has advantageous educational, employment and financial outcomes with appropriate health and safety safeguards.



I fear that the current proposal to set up limited and self-referential oversight without relevant scholarly expertise, will continue to waste large amounts of money on consultancy reports and piecemeal and ad hoc installations that leave little real value for current and future generations.

The marginalisation of Eveleigh's intangible cultural heritage invariably limits understandings of continuities and discontinuities. As a result, problematic and simplistic representations of the site's significance conceal its social value and the gendered and culturally diverse nature of the site's history. Interpretation of this history could be used for educational purposes and act as a corrective to some of the serious issues relating to poor employment practises, sexual harassment and racism at work that our society is currently struggling with, the history of which can be found at places like Eveleigh.

In short the site's intangible cultural heritage could be used for social good and not just the economic benefit for one of the largest developers in this country that attempts to placate community interest groups with meagre funding for community grants and a few Indigenous internships and a garden. More than simply being a "show-place" for a severed past, effective interpretation can ensure that Eveleigh provides links in the memory chain of this country's history.

I hope that my overview has demonstrated the social value and the State and national significance of this site and its history and heritage. I have endeavoured to illustrate the waste of resources that has occurred in relation to past heritage interpretation plans in order to emphasise the need for a comprehensive and nuanced interpretation that can do justice to the site's intangible cultural heritage.

Most importantly, I respectfully request that MIRVAC's proposals be rejected as inappropriately premature before any further damage is done to the site's tangible industrial heritage and to ensure that the tangible and intangible cultural heritage are not severed.

Yours sincerely,  
Professor Lucy Taksa, PhD

## Appendix 1: Taksa Select CV

### BOOK CHAPTERS & MONOGRAPH PERTAINING TO EVELEIGH, INDUSTRIAL, LABOUR AND RAILWAY INDUSTRIAL HISTORY and HERITAGE

1. Taksa, L., (forthcoming 2019) "Hidden in plain sight': Uncovering the gendered heritage of an industrial landscape", in De Nardi, S., Orange, H., Koskinen-Koivisto, E., and High, S., (eds.) *The Routledge Handbook on Memory and Place*, London: Routledge (accepted 15 September, 2018).
2. Taksa, L., (2017) *The New South Wales 1917 Strike in Retrospect: Commemorating Past Struggles for Workplace Rights*, In association with Unions NSW. Sydney. ISBN: 978-1-64008-169-7
3. Taksa, L., 'The Great Strike and Its Impact', in Ellmoos, L., and Miall, N., *1917: The Great Strike*. Sydney: Carriageworks: pp. 20-26.
4. Taksa, L., (2017) 'Romance of the Rails: de-industrialisation, nostalgia and community', in High, S., MacKinnon, L., and Parnaby, A. (eds) *Deindustrialization and Its Aftermath*. Vancouver: University of British Columbia Press: pp. 126-151.
5. Taksa, L. and Groutsis, D. (2010) 'Managing cultural diversity: antecedents, problems and prospects for ethnicity and gender at work', in Burgess, J., French, E., and Strachan, G. (eds) *Managing Diversity in Australia: Theory and Practice*, McGraw Hill, pp. 169-188
6. Taksa, L., (2006) 'Australian attitudes to Industrial railway heritage in global perspective', in Bobbie Oliver and Patrick Bertola, *The History of the Westrail Midland Railway Workshops*, University of Western Australia Press, Perth, pp. 260-80.
7. Taksa, L., (2006) 'James Sinclair Taylor McGowen', in David Clune and Ken Turner (eds), *The Premiers of New South Wales, volume 2, 1901-2006*, Federation Press, Sydney, pp. 93-116. Taksa, L., (2005) 'Women at Eveleigh', in Peter O'Connor, *On Wooden Rails: Celebrating 150 Years of Work on the NSW Railways*, The Rail, Tram and Bus Union, Sydney, pp. 215-219.
8. Taksa, L., (2001) 'Workplace, Community, Mobilization and Labor Politics at the Eveleigh Railway Workshops', in Ray Markey (ed), *Labour and Community: Historical Perspectives*, University of Wollongong Press, Wollongong, pp. 51-79
9. Taksa, L., (2001) 'Citizenship and Locomotive Manufacture at the New South Wales Eveleigh Railway Workshops', in Greg Patmore and Mark Hearn (eds), *Working The Nation: Working Life and Federation 1890-1914*, Pluto Press, Sydney, pp. 203-223.
10. Irving, T. and Taksa, L., (2002) *Places, Protests and Memorabilia: The Labour Heritage Register of New South Wales*, UNSW Studies in Australian Industrial Relations Monograph No. 43, Industrial Relations Research Centre, Sydney, ISBN: 0-7334-1891-0.

### ARTICLES IN SCHOLARLY JOURNALS PERTAINING TO EVELEIGH'S HISTORY

1. Taksa, L. and Groutsis, D. (2010) 'Managing Diverse Commodities: From Factory Fodder to Business Asset', in press *Economic and Labour Relations Review*, Vol. 20, No. 2.
2. Taksa, L. (2009) 'Intended or unintended consequences? a critical reappraisal of the Safety First Movement and its non-union safety committees', *Economic and Industrial Democracy*, Vol. 30, No. 1, pp. 9-36.
3. Taksa, L., (2005) ' "About as popular as a dose of clap": steam, diesel and masculinity at the New South Wales Eveleigh Railway Workshops', *Journal of Transport History (UK)*, Third Series, Vol. 26, No. 2, September, pp. 79-97.
4. Taksa, L., (2003) 'La mobilisation et les espaces de résistance: apropos de la politique de l'espace dans les ateliers ferroviaires d'Eveleigh (Sydney) des années 1920 aux années 1960', in Philippe Mioche and Christian Chevandier (eds), *Ateliers et dépôts du matériel ferroviaire: deux siècles d'histoire*, *Special Issue of Revue d'histoire des chemins de fer*, No. 28-29, Autumn, pp. 438-60.

5. Taksa, L., (2000) 'Pumping the life-blood into Politics and Place': Labour Culture and the Eveleigh Railway Workshops', *Labour History*, No. 79, November, pp. 11-34.
6. Taksa, L., (1999) 'Handmaiden of industrial welfare or armed combatant? Considering the experience of industrial nursing at the Eveleigh Railway Workshops', *Health and History: Journal of the Australian Society for the History of Medicine*, Vol. 1, No. 4, June, pp. 298-329.
7. Taksa, L., (1999) Research Report: 'Technology, Work, Gender and Citizenship at the Eveleigh Railway Workshops Precinct: An Historical Interpretation of Landscape, Identity and Mobilisation', *Labour History*, No. 76, May 1999, pp. 153-162.
8. Taksa, L., (1998) 'All a Matter of Timing: Managerial Innovation and Workplace Culture in the New South Wales Railways and Tramways prior to 1921', *Australian Historical Studies*, No. 110, April, pp. 1-26.
9. Taksa, L., (1997) 'Scientific Management and the General Strike of 1917: Workplace Restructuring in the New South Wales Railways and Tramways Department', *Historical Studies in Industrial Relations* (UK), No. 4, September, pp.37-64.
10. Taksa, L., (1991) 'Defence Not Defiance': Social Protest and the NSW General Strike of 1917', *Labour History*, No. 60, May, pp. 16-33.

#### **ARTICLES IN REFEREED JOURNALS PERTAINING TO EVELEIGH'S HERITAGE AND HERITAGE MANAGEMENT**

1. Taksa, L. (forthcoming 2019) 'Remembering and incorporating migrant workers in Australian industrial heritage', *Labor: Studies in Working-Class History*, Vol. 16, No. 1,
2. Taksa, L. (2009) 'Labor History and Public History in Australia: Allies or Uneasy Bedfellows?' *International Labor and Working Class History*, 76 (Fall), pp. 1-23
3. Taksa, L. (2008) 'Globalisation and the Memorialising of Railway Industrial Heritage', *Historic Environment – Special Issue: 'Thinking Rail: Lessons from the past, the way of the future'*, Vol. 21, No. 2, July, pp. 11-19.
4. Taksa, L., (2005) 'The Material Culture of an Industrial Artifact: Interpreting Control, Defiance and Everyday Resistance at the New South Wales Eveleigh Railway Workshops', *Historical Archaeology: Journal of the American Society for Historical Archaeology* (USA) Vol. 34, No. 3, pp. 8-27.
5. Taksa, L., (2003) 'Machines and Ghosts: Politics, industrial heritage and the history of working life at the New South Wales Eveleigh Railway Workshops', *Labour History*, No. 85, November, pp 65-88.
6. Taksa, L., (2003) "'Hauling an infinite freight of mental imagery": finding labour's heritage at the Swindon Railway Workshops' STEAM Museum', *Labour History Review* (UK), Vol. 68, No. 3, pp. 391- 410.

#### **REFEREED CONFERENCE PROCEEDINGS PERTAINING TO EVELEIGH'S HISTORY**

1. Taksa, L. & Groutsis, D. (2007) 'The Struggle to Manage Workforce Diversity in the NSW Railways: The Impact of Social Capital on Equal Employment Opportunity Initiatives in Historical Perspective', in Chapman, R. (ed.) *Managing Our Intellectual and Social Capital: Refereed Proceedings of the 21<sup>st</sup> Australia and New Zealand Academy of Management (ANZAM) 2007 Conference*, CD, ANZAM, Sydney.
2. Taksa, L., (1999) 'Rethinking Community: Social Capital and Citizenship at the Eveleigh Railway Workshops', in Robert Hood and Ray Markey (eds), *Labour and Community: Proceedings of the Sixth National Conference of the Australian Society for the Study of Labour History*, University of Wollongong, Wollongong, pp. 183-190.

#### **REFEREED CONFERENCE PROCEEDINGS PERTAINING TO EVELEIGH'S HERITAGE**

1. Taksa, L., (2005) 'Challenging The Belief That Scrupulous Attention To Detail Will Bring The Dead to Life: Concrete Artifacts Versus Intangible Cultural Heritage at the New South Wales

Eveleigh Railway Workshops', in Edmund Wittbrodt and Waldemar Affelt (eds), *Proceedings of the International Conference Heritage of Technology – Gdansk Outlook 4*, Gdansk University of Technology, Gdansk, pp. 303-310.

2. Taksa, L., (2001) 'Spatial Practices and struggles over ground at the Eveleigh Railway Workshops', in Phil Griffiths and Rosemary Webb (eds) work, organization, struggle: *Proceedings of the Seventh National Conference of the Australian Society for the Study of Labour History*, Australian National University, Canberra, pp. 231-237.
3. Taksa, L., and Wills, S., (2000) 'Eveleigh Railyards: Building Web-based Databases for the Community and Students', (Co-authored with Sandra Wills) in Rod Sims, Meg O'Reilly and Sue Sawkins (eds), *Learning to Choose - Choosing to Learn: Short Papers and Works in Progress presented at the 17th Annual Conference of the Australian Society for Computers in Learning in Tertiary Education (ASCILITE)*, Southern Cross University, pp. 135-37.

#### **NON-REFEREED CONFERENCE PUBLICATIONS PERTAINING TO EVELEIGH'S HISTORY**

1. Taksa, L., (2005) 'A Beacon of Unity'?: J.S.T. McGowen, Premier of NSW, 1910-1913', in Greg Patmore, John Shields and Nikola Balnave (eds), *The Past Is Before Us: Proceedings of the Ninth National Labour History Conference*, The University of Sydney, 30 June-2 July, pp. 471-72.
2. Taksa L., (1994) 'Oral History and Collective Memory: Labour Rituals and Working Class Memory', *Oral History Association of Australia Journal*, No. 16, pp. 46-52
3. Taksa L., (1988) 'The 1917 Strike: A Case Study in Working Class Community Networks', *Oral History Association of Australia Journal*, No. 10, pp. 22-38.

#### **NON-REFEREED CONFERENCE PUBLICATIONS PERTAINING TO EVELEIGH'S HERITAGE**

1. Taksa, L. (2007) 'Nostalgia or Nostophobia?: Trends in the interpretation of Australia's railway industrial heritage', *Building Blocks – Interpretation Australia Association National Conference, 2007* (Papers selected for conference participation by a Committee of Experts in the field of heritage conservation, management and interpretation)  
<http://www.interpretationaustralia.asn.au/Default.aspx?TAG=IAA.Web.Public.Resources.Proceedings.2007>
2. Taksa, L., (2004) 'Globalization, memory and industrial heritage – remembering and forgetting the noise, fumes, jobs, skills, conflicts and camaraderie of a bygone era', in International Oral History Association, *Proceedings of the XIII International Oral History Conference - Memory and Globalization*, Rome, Italy, CD.

#### **ARTICLES IN MISCELLANEOUS PUBLICATIONS PERTAINING TO EVELEIGH'S HERITAGE**

1. Taksa, L., (2017) 'Commemorating the Centenary of the NSW General Strike of 1917', *History: Magazine of the Royal Australian Historical Society*, No. 134, pp. 2-3.
2. Taksa L., (2001) 'Nostalgia or Nostophobia? Considering Australian Attitudes to Industrial Heritage and their implications for the conservation and interpretation of Railway Workshops', in Bobbie Oliver (ed.), *The WAGR/Westrail Midland Workshops – Papers in Labour History*, No. 25, September, pp. 101-116.
3. Taksa L., (2000) 'From the Steam Age to the Information Age at the Eveleigh Railway Workshops', *LASIE: Library Automated Systems Information Exchange*, Vol. 31, No. 4, December, pp. 85-89.
4. Taksa L., (2000) 'History and Heritage at the Eveleigh Railway Workshops', *The State of History*, History Council of NSW, Sydney, No. 2, 2000.
5. Taksa L., (1999) 'Using the information superhighway to interpret the heritage of the Eveleigh Railway Workshops', *Rail and Road*, Vol. 91, No.3, July, pp. 13-16.

6. Taksa L., (1999) 'Guest Editorial: Industrial Heritage' and 'The Heart of the NSW Transport System – The Eveleigh Railway Workshops', *Locality: Publication of the Centre for Community History*, The University of NSW, No. 8, pp. 3-6, 15 -22.
7. Taksa L., (1999) 'Preserving the Eveleigh Railway Workshops in Cyberspace', *Transnews, Official journal of the Australian Services Union*, NSW and ACT Services Branch [Transport Division], pp. 10-13.

#### **GOVERNMENT REPORTS/ PUBLICATIONS/SUBMISSIONS PERTAINING TO EVELEIGH'S HISTORY**

1. Taksa L., (2004) 'Uncovering lost histories: Finding the Greek women migrants of the New South Wales Eveleigh Railway Workshops' in *Womenspeak: NSW Department of Women Newsletter*, June (with Dimitria Groutsis)
2. Taksa L., (2002) 'A History of the Eveleigh Railway Workshops', and 'Eveleigh Migrant Heritage' in Sydney Learning Adventures and NSW Migration Heritage Centre, *Greasing the Wheels: School Excursion Activity Pack*: Educational Kit for History/Design and Technology/Society and Culture, Stages 5 and 6, Years 9-12, NSW Government, Sydney, pp. 7-23

#### **GOVERNMENT REPORTS/ PUBLICATIONS/SUBMISSIONS PERTAINING TO EVELEIGH'S HERITAGE**

1. Taksa L., (2005) 'Globalisation, Nostalgia & Cultural Heritage', *Vital Signs: State Records NSW*, Issue No. 8, August, pp. 4-7
2. Taksa L., (2001) 'ATP Heritage: From Steam to Supercomputers', Australian Technology Park Precinct Management Ltd., *Shaping the Future since 1887 Brochure*, Sydney
3. Taksa L., (1999) 'The Eveleigh Railway Workshops', in NSW Department of Education and Training, Curriculum Support Directorate CD-ROM, *Sites and Scenes*, launched on 5 August and distributed to all public schools in NSW
4. Taksa L., (1996) 'Social and Oral History' (Vol. 2), Photographic Bibliography (Vol. 4), Oral History Transcripts (Vol. 5) in Godden Mackay Heritage Consultants, *Eveleigh Workshops Management Plan for Moveable Items and Social History: Report Prepared for City-West Development Corporation*, State Rail Authority and Department of Urban Affairs and Planning, Sydney, July
5. Taksa L., (1984) 'The Industrial History of South Sydney', *Pictures For Cities Exhibition Catalogue*, Australia Council, pp. 14-21.

#### **INTERNATIONAL PRESENTATIONS & INVITED PAPERS**

1. Taksa, L. (2010) 'Interpreting experiences of work and assessments of work performance through industrial language making and nicknaming', presented before International Labour Process Conference, 17 March 2010, Rutgers University, New Brunswick, N.J. USA
2. Groutsis, D., and Taksa, L., (2008) 'The impact of cultural diversity on work and management: An Australian case-study', invited paper presented before the Hellenic Foundation for European Foreign Policy, Athens, Greece.
3. Taksa, L. (2007) 'Industrialization and De-Industrialization, Nostalgia and Nostophobia: The Janus Face of Railway Industrial Heritage Management in Australia', presented before the National [American] Council on Public History Annual Conference, Santa Fe, New Mexico, USA.
4. Taksa, L. (2007) 'Nicknaming and Masculine Identity: considering processes of inclusion and exclusion', invited paper presented before a Seminar on Identity, Institute of Railway Studies and Transport History, NRM, York, UK.
5. Taksa, L., & Groutsis, D., (2005) 'Social Capital, Organisational Culture and Organisational Change: The case of migrant workers at the Eveleigh Railway Workshops', presented before Department of Statistics at the Athens University of Economics & Business.

6. Groutsis D., and Taksa, L. (2005) 'Migrant Networks Binding and Dividing Labour Market Spaces: The Case of Migrant Women at the Eveleigh Railway Workshops in Sydney, Australia', presented before the 10<sup>th</sup> International Metropolis Conference, Toronto, Canada.
7. Taksa, L., McIntyre, P., and Wardrop J. (2005) 'Finding the holes and digging tunnels under the Procrustean bed: mapping the workforce of the NSW Eveleigh Railway Workshops', presented before the Inclusive Histories: Australian Historical Association Conference and as part of the 20<sup>th</sup> International Congress of Historical Sciences, held 6-7 July at the University of NSW.
8. Taksa, L. (2005) 'Challenging "The Belief That Scrupulous Attention To detail Will Bring The Dead to Life": Concrete Artifacts Versus Intangible Cultural Heritage at the New South Wales Eveleigh Railway Workshops', presented before the International Conference Heritage of Technology – Gdansk Outlook 4 held in Gdansk, Poland.
9. Taksa, L. (2004) 'Globalization, memory and industrial heritage – remembering and forgetting the noise, fumes, jobs, skills, conflicts and camaraderie of a bygone era', Paper presented before the XIII International Oral History Conference - Globalisation and Memory, held in Rome, Italy.
10. Taksa, L. (2002) 'Mobilisation and spatial resistance: considering the Politics of Location at Sydney's Eveleigh Railway Workshops between the 1920s and the 1960s' presented before the 'La naissance d'une société multiforme: la Compagnie industrielle de matériel de transport - 10<sup>th</sup> Conference of the Association pour l'histoire des chemins de fer en France, en collaboration avec l'université de Provence et l'association MIP Provence – Mémoire Industrie Patrimoine en Provence, held at Centre Universitaire, Espace Van Gogh, Arles, France.
11. Taksa, L. (2000) 'Handmaiden of industrial welfare or armed combatant? Considering the nature of industrial nursing from the 1920s', presented before the Labour Studies Seminar, University of Manchester, UK.
12. Taksa, L. (2000) 'Caught between management and labour: Considering representations and memories of industrial nursing at the Eveleigh Railway Workshops in Sydney', presented before the Women's History Network, Ninth Annual Conference, University of Bath, England.
13. Taksa, L. (1999) 'Commissioning Bodies and Policy-Makers as Public History Audiences: Considering the Conservation of the NSW Eveleigh Railway Workshops precinct', presented before the 21<sup>st</sup> National Council on Public History Conference - History in the Public Sense: Historians and Their Publics, Lowell, Massachusetts, USA.
14. Taksa, L. (1998) Discussant for 'Transport Technologies' Session at the European Social Science History Conference in Amsterdam, The Netherlands.
15. Taksa, L. (1998) 'Association, Mobilisation and Political Participation: Community and Citizenship at the Eveleigh Railway Workshops in Sydney' presented before the European Social Science History Conference in Amsterdam, The Netherlands.
16. Taksa, L. (1998) 'Past, present and future at the NSW Government Railways' Eveleigh Workshops: work, memory and heritage', invited paper presented before a Seminar on Railway Workshops at the Institute of Railway Studies, National Railway Museum, York, United Kingdom.
17. Taksa, L. (1997) 'Political and Industrial Mobilisation, workplace culture and citizenship at the NSW Railways and Tramways Department workshops, 1880-1932', presented before the Nineteenth North American Labor History Conference *Workers and the City*, Wayne State University, Detroit, USA.

#### **CONFERENCE/SYMPOSIA PRESENTATIONS & INVITED PAPERS IN AUSTRALIA**

1. Taksa, L., 10 July 2009: 'New frontiers to a post-industrial future: shrines to the technology of the industrial past or simply twilight zones? Finding work and workers among the industrial relics', presented before the 11th National Labour History Conference: Labour History in the New Century, Perth, 9-11 July 2009.

2. Taksa, L., 22 September 2008: 'Remembering Migrant Workers and recognizing their industrial heritage', Invited paper presented before The National Trust of Australia (NSW) – Sense of Place Conference,
3. Taksa, L., 8 November 2007: 'Nostalgia or Nostophobia?: Trends in the interpretation of Australia's railway industrial heritage', presented before the Building Blocks – Interpretation Australia Association Annual Conference, 6-9 November 2007, Darling Harbour Convention Centre, Sydney.
4. Taksa, L., 30 September 2005: 'Globalization, memory, railway industrial heritage and sustainable development', presented before the National Railway Heritage Conference - Thinking rail: lessons from the past, the way of the future', convened by the University of New England Heritage Futures Research Centre, held 28 - 30 September 2005 in Tamworth, NSW.
5. Taksa, L., 24 May 2003: 'Eveleigh Railway Workshops and its association with Indigenous History', invited presented before the Indigenous Issues: Records Relating to Aboriginal Railway Workers Conference, Archives Records Management Week hosted by State Records NSW, Sydney Records Centre, The Rocks.
6. Taksa, L., 14 November 2001: 'Interpreting enacted spatial visions at the Eveleigh Railway Workshops' presented before the 'Towards an Enlivened Political Economy of Work: Industrial Relations Meets Geography Conference, The University of Sydney.
7. Taksa, L., 4 July 2002: 'About as popular as a dose of clap': diesel technology and masculinity at the NSW Eveleigh Railway Workshops' presented before the Australian Historical Association Conference, Griffith University, Brisbane.
8. Taksa, L., 4 July, 1999: 'Masculinity and Material Culture: considering gendered representations of work and workers at the Eveleigh Railway Workshops', paper presented before the Fifth Women in Archaeology Conference - Engendering Material Culture, held at the University of NSW, Sydney.
9. Taksa, L., 9 July, 1999: 'Handmaiden of Industrial Welfare or Armed Combat? Conflicting Perspectives of Industrial Nursing at the Eveleigh Railway Workshops after World War Two', paper presented before the 6<sup>th</sup> Biennial Conference of the Australian Society of the History of Medicine Inc. - Individuals and Institutions in the History of Medicine, held by the Faculty of Nursing, University of Sydney.
10. Taksa, L., 29 September, 1997: 'The Eveleigh Railway Workshops Precinct Social and Oral History Project: reconciling heritage and history', presented before the Australian Historical Association Regional Conference *The River*, at Customs House, Newcastle, NSW.
11. Taksa, L., 9 July, 1998: 'The Beast of Belsen at the Eveleigh Railway Workshops? deconstructing memories of work, technology and gender', presented before the Australian Historical Association Biennial Conference, at the University of Sydney.
12. Taksa, L., 17 May, 1987: 'The 1917 Strike: A Case Study in Working Class Community Networks', presented before the Fifth National Oral History Association of Australia Conference *Oral History in the 1980s: Boom or Bust*, University of Sydney.

### **PUBLIC LECTURES, KEYNOTE & OTHER ADDRESSES**

1. Taksa, L., (2017) 'The Legacy of the 1917 Strike for Labor and its Politicians', 100TH Anniversary of the 1917 Rail Strike, NSW Labor Party Conference Fringe Event: 1917 Strike, Sydney Town Hall, 20 July.
2. Taksa, L., (2017) 'Past Concerns and Current Relevance', Invited Public presentation at the 100th Anniversary, 1917 Great Strike Event, Eveleigh Carriageworks, Sydney 17 July.
3. Taksa, L., (2017) 'Remembering and Learning from the NSW General Strike of 1917', Invited Public presentation at the NSW Labor Inaugural History Symposium, Trades Hall, Sydney 3 June.
4. Taksa, L., (2016) Invited Keynote Address - 'Cultural heritage: How intangible and tangible culture has created and shaped Australian and global culture', and Member of 'Our place, role and mission in the changing multicultural world and our "other"', SIETAR



AUSTRALASIA Conference in co-operation with the Migrants@Work Research Group, University of Sydney Business School, 24 November.

5. Taksa, L., (2016) Invited History Week Address - 'Labour's Neighbourhoods' Australian Society for the Study of Labour History, Sydney Branch History Week Event at Trades Hall, Sydney, 3 September.
6. Taksa, L., (2013) Invited Keynote Address – 'Migrants and Diversity', Multiculturalism, Inclusion and Participation: Lessons from the Research Symposium held at the State Library of NSW and hosted by Macquarie University in partnership with the Ethnic Communities' Council of NSW, 1 October.
7. Taksa, L., (2012) Invited presentation - Public screening of Steam Power (produced by L. Taksa and Summer Hill Media) at the International Film Railway Festival Australian Technology Park, Eveleigh, 25 February.
8. Taksa, L., (2011) Invited Address - 'Interpretation: Putting the "collective" back into the cultural heritage of technology', the Australian National University (ANU) Institute for Professional Practice in Heritage and the Arts (IPPHA) Seminar, ANU, Canberra, 24 March.
9. Taksa, L., (2010) Invited Public Address - 'Remembering Honest Jim McGowen, first NSW Labor Premier', as part of the Celebration of 100 Years of Labor Government in NSW, organised by the Australian Society for the Study of Labour History and the NSW ALP Central Policy Branch, Sydney Trades Hall Auditorium, 15 November.
10. Taksa, L. 20 October 2009: 'The problem of managing and interpreting intangible cultural heritage at the Eveleigh Railway Workshops', Invited Public Address, presented before the Eveleigh Locomotive Workshops Open Day and Public Forum associated with the International Rail Heritage Conference: Challenges and Opportunities held at The Workshops Rail Museum 15 – 17 October 2009, Ipswich Queensland
11. Taksa, L., 13 December 2007: Buildings, Machines and Ghosts: finding cultural heritage and social value at the Eveleigh Railway Workshops, invited Public Lecture presented at the National Trust Centre, Sydney.
12. Taksa, L., 20 January 2007: 'Acknowledging the importance of Eveleigh's intangible cultural heritage', invited public address at a forum entitled, 'Adaptive re-use of Eveleigh Carriageworks' to launch the Eveleigh Performing Arts Theatre, Redfern, Sydney.
13. Taksa, L., 4 October 2006: 'Opportunities for living heritage at the Eveleigh railway workshops: lessons from overseas', invited public address at a forum on local heritage organised by REDwatch, (the Redfern Waterloo Community Association), at the Factory Community Centre, Waterloo.
14. Taksa, L., 31 May 2006, 'Oral History Methodology and the NSW Eveleigh Railway Workshops', presented before the Special Study Program for HSC Extension History Course offered by Modern & Ancient History Seminars.
15. Taksa, L., 11 August 2005: 'Industry and Romance' - Invited Keynote Address for launch of State Records' NSW Railway Archival Photographic Exhibition, State Records NSW, CBD Records Centre, The Rocks, Sydney.
16. Taksa, L., 21 September 2002: 'Railways and the changing landscape of NSW': Invited Keynote Address presented at the State Records NSW History Week Seminar at the Western Sydney Records Centre, Kingswood.
17. Taksa, L., 9 September 2002: 'Eveleigh Workshops: from railways to information superhighway' - Public Lecture presented before the Institution of Engineers, Australia, Heritage Group, Sydney.
18. Taksa, L., 8 June 2002: 'Conserving, presenting and interpreting railway heritage' - Keynote Address presented before the State Rail Heritage Strategy Forum organised on behalf of the Western Australian Minister for Planning and Infrastructure, the Hon. Alannah MacTiernan, MP, held at the Midland Railway Workshops, Western Australia
19. Taksa, L., 7 June 2002: 'Considering heritage management and interpretation' - Invited Address and Introduction to exhibition of 'STEAM POWER' video before a public forum organised by the Midland Redevelopment Authority at the Midland Railway Workshops, Western Australia.

20. Taksa, L., 9 March 2002: Distinguished Guest Speaker Opening Address at the Organisation of Hellene and Hellene Cypriot Women of Australia (OEEGA) International Women's Day Colloquium – 'Pioneering Spirit – Future Visions' and Dinner Address to mark the launch of a Collaborative Project entitled: 'Recording the Industrial Experiences of Hellene Women at the NSW Eveleigh Railway Workshops, Sydney.
21. Taksa, L., 12 February, 2001: 'Nostalgia or Nostophobia? Attitudes to Industrial Heritage in Australia', Public Lecture organised by the Research Institute for Cultural Heritage, Curtin University and the Society for the Study of Labour History, Perth Branch, with assistance from the Midland Redevelopment Authority, as part of the Westrail Workshops [Midland] History Project, held at the Midland Town Hall.
22. Taksa, L., 25 October 1999: 'History of the Eveleigh Railway Workshops', Invited Address by the Manager of the Australian Technology Park before a delegation from the Central Committee of the Chinese Communist Party and the Chinese Ambassador to Australia.

### **EVELEIGH FUNDED RESEARCH PROJECTS**

- |         |                                                                                                                                                                                                                                                                                                                                            |
|---------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 2004    | <b>NSW Government Sesquicentenary of Responsible Government Trust Grant (\$10,000)</b> for research on citizenship and the management of railway employment.                                                                                                                                                                               |
| 2004    | <b>School of Business, University of Sydney Grant (\$13,000)</b> for a project entitled: 'Mapping the Social and Cultural Capital of Greek Migrant Women: The Case of the Eveleigh Railway Workshops'. With D. Groutsis (University of Sydney)                                                                                             |
| 2003    | <b>NSW Government's Migration Heritage Centre Grant (\$20,000)</b> for a research project entitled: 'Uncovering lost histories: Finding the Greek women migrants of the New South Wales Eveleigh Railway Workshops'. With Dimitria Groutsis (University of Sydney)                                                                         |
| 2000    | <b>Large Australian Research Council (ARC) Grant A00103327 (\$112,000)</b> for a research project entitled: 'Work, family, community and place at the Eveleigh Railway Workshops, 1887-1989: an investigation of mobility and cultural diversity'.                                                                                         |
| 2000    | <b>SEARCH Foundation Grant (\$2,500)</b> for a research project entitled: 'In Support of Aboriginal Rights: The Eveleigh Railway and Aboriginal Workers History Project'.                                                                                                                                                                  |
| 1998    | <b>ARC Strategic Partnerships with Industry Research and Training [SPIRT] Grant C59917627 (\$86,000 to match \$130,000 contribution from 14 Industry Partners)</b> for a project entitled: 'A Model for Change at the Eveleigh Railway Workshops Precinct: Using Social and Industrial Heritage as Tools for Urban and Community Renewal'. |
| 1997    | <b>Large ARC Grant A59800343 (\$84,000)</b> for research project entitled: 'Work, technology, gender and citizenship at the Eveleigh Railway Workshops precinct: A historical interpretation of landscape, identity and mobilisation'.                                                                                                     |
| 1996    | <b>NSW Department of Urban Affairs and Planning Better Cities Program Grant (\$3,000)</b> to produce an <i>Eveleigh Railway Workshops Oral History Video</i> with Summer Hills Films.                                                                                                                                                      |
| 1995-97 | <b>NSW Department of Urban Affairs and Planning, NSW Heritage Assistance Program Grants (\$31,000)</b> to produce a Labour Heritage Register and overview of labour precincts as sites of citizenship. With Terry Irving (University of Sydney)                                                                                            |
| 1982-3  | <b>Australia Council Grants for the Visual History of South Sydney Project</b> , led by Geoff Weary and team including Tracy Moffatt, Marcia Langdon and Lucy Taksa.                                                                                                                                                                       |

### **PROFESSIONAL ENGAGEMENTS AND CONSULTING**

- |      |                                                                                                                                                                               |
|------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 2011 | Engaged as advisor and reviewer by Futurepast Heritage Consultants for a Heritage Tours Program Handbook, Australian Technology Park (ATP), Eveleigh, Report for ATP. Sydney. |
| 2002 | Engaged by Sydney Learning Adventures (Sydney Harbour Foreshore Authority) to produce materials for ATP School Excursion Activity Pack and Educational Kit.                   |

- 1999 Engaged by the Curriculum Support Directorate, NSW Department of Education and Training to Develop materials on the Eveleigh Railway Workshops for a CD Rom distributed to all public schools in NSW.
- 1995-96 Engaged as an expert historian by Godden Mackay to manage and conduct a social and oral history project as part of the Eveleigh Workshops Management Plan for Moveable Items and Social History for the NSW Department of Works, NSW Department of Urban Affairs and Planning, the SRA, City-West and the Australian Technology Park. Report Accepted by the Heritage Council of New South Wales in July, 1996.
- 1989-90 Expert Witness Report for Simon & Baffsky, Solicitors, in preparation of a case regarding the use-rights over the historic Lavender Bay boatshed presented in the Land and Environment Court.
- 1987-88 Engaged as an Interviewer by the NSW National Parks and Wildlife Service Twentieth Anniversary Administrative Oral History Project.
- 1987-88 Engaged as an Interviewer by the NSW Council on the Aging for the NSW Government funded Bicentennial Oral History Project to conduct interviews on the 1917 NSW General Strike.
- 1985-87 Engaged as a Heritage Consult to contribute to heritage management reports for (i) Kiama Municipality and the NSW Department of Environment and Planning; (ii) Observatory Hill Building Complex for the NSW Public Works Department; (iii) Randwick Municipality and the NSW Heritage Council, NSW Department of Environment & Planning.
- 1984-85 Trainer/ Supervisor with the NSW Department of Public Works for staff employed under the Federal Government's Community Employment Program and Youth Employment Schemes

## AWARDS

- 2007 History Section Prize in the Western Australian Premier's Book Awards for Bobbie Oliver and Patrick Bertola (eds) *The History of the Westrail Midland Railway Workshops*, University of Western Australia Press, Perth, including Taksa, L., 'Australian attitudes to Industrial Railway Heritage in Global Perspective'.
- 2002 Energy Australia National Trust Heritage Award for the video: ***Steam Power: A History of the Eveleigh Railway Workshops***, produced in 2001 in association with Summer Hill Media (funded by the Australian Research Council's Strategic Partnerships with Industry Research and Training Scheme).



**HERITAGE  
COUNCIL**  
OF WESTERN AUSTRALIA

## **REGISTER OF HERITAGE PLACES – ASSESSMENT DOCUMENTATION**

### **11. ASSESSMENT OF CULTURAL HERITAGE SIGNIFICANCE**

The criteria adopted by the Heritage Council in November 1996 have been used to determine the cultural heritage significance of the place.

#### **PRINCIPAL AUSTRALIAN HISTORIC THEME(S)**

- 3.8.6 Building and maintaining railways
- 3.14 Developing an Australian engineering and construction industry
- 7.7.3 Going to war

#### **HERITAGE COUNCIL OF WESTERN AUSTRALIA THEME(S)**

- 108 Government Policy
- 112 Technology and technological change
- 202 Rail and light rail transport
- 501 World wars and other wars
- 507 Water, power, major transport routes

#### **11.1 AESTHETIC VALUE\***

*Midland Railway Workshops* has significant aesthetic value because of the impressive scale of the development and orderly functional organisation of the site, consistency and quality of materials, building forms and architectural detailing. The early brick buildings constructed c.1904 and extended c.1912 are particularly significant for their form, proportions and general design qualities reflecting a style typical of late-Victorian industrial buildings. The style relates to the design of similar workshops in the UK and in eastern Australia, and is a unique example in the Western Australian context. (Criterion 1.2)

The buildings, structures, plant and equipment, roads, railways tracks, and open spaces which separate and link buildings and elements of natural and

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\* For consistency, all references to architectural style are taken from Apperly, R., Irving, R., Reynolds, P. *A Pictorial Guide to Identifying Australian Architecture. Styles and Terms from 1788 to the Present*, Angus and Robertson, North Ryde, 1989.

For consistency, all references to garden and landscape types and styles are taken from Ramsay, J. *Parks, Gardens and Special Trees: A Classification and Assessment Method for the Register of the National Estate*, Australian Government Publishing Service, Canberra, 1991, with additional reference to Richards, O. *Theoretical Framework for Designed Landscapes in WA*, unpublished report, 1997.

introduced planting, together create a precinct which is significant both for the industrial landscape created within the boundaries of the site and for its landmark quality on the edge of Midland town centre. (Criteria 1.3 & 1.4)

## **11. 2. HISTORIC VALUE**

*Midland Railway Workshops* is important as an industrial complex for the scale and diversity of operations which have been carried out on the site for the greater part of this century, including all the workshop functions, administrative operations, stores, testing, trade education, commemorative services, etc. (Criterion 2.1)

*Midland Railway Workshops* is important as the largest of the WAGR workshops responsible for statewide operations and as such central to the development of the State Government's rail system, which facilitated the development of agricultural and rural industrial areas and assisted the economy of the state, particularly in the early years of the 20th century. The workshops are also important for their contribution to the development of metropolitan transport services including manufacture, repair and maintenance of all trams and trolley buses, as well as trains, all of which contributed to the expansion of the metropolitan area in the early years of the 20th century by providing transport services for the community. (Criterion 2.2)

*Midland Railway Workshops* is important for its role in the manufacture of munitions, and other defence equipment. Retooling for the war effort involved major changes to the Foundry and the Flanging Shop. In addition, the Workshops are significant for the number of women employed to manufacture munitions after 1942. (Criterion 2.2)

The presence of *Midland Railway Workshops* strongly contributed to the development of the suburb of Midland Junction. In particular, the commercial district was built as a direct response to the promise of the Workshops being located in the area. (Criterion 2.2)

*Midland Railway Workshops* is important for association with individuals, including C. Y. O'Connor, Pietro (Peter) Porcelli sculptor for the war memorial, and the various Chief Mechanical Engineers, including R. T. Rotherham (1900-03), who prepared designs for and was involved in the early planning of the workshops and F. Mills (1940-49). Another notable person associated with the place is John Forrest. (Criterion 2.3)

*Midland Railway Workshops* generally, and individual buildings and site features in particular, exhibit a high standard of technical as well as artistic achievement. This includes the layout of the site, early brick industrial buildings, the CME's office, the Railway Institute and the war memorial sculpture. (Criterion 2.4)

## **11. 3. SCIENTIFIC VALUE**

The workshops are important as an indication of the level of technological development in Western Australia in the period around the turn of the century, reflected in both the construction of the buildings and workshop equipment. Examples include the provision of electrical lighting to the workshops.

The workshops provide evidence of the developing technological processes associated with the fabrication and repair of railway rolling stock in Western

Australia from the early 1900s to the closure of the workshops in 1994. (Criterion 3.2)

During World War II the workshops played an important role in the manufacture of armaments and equipment. The war service of workshop personnel was significant in both World Wars. During World War II women played a prominent role at the workshops. (Criterion 3.2)

The site is important for its potential to yield information about the industrial history of WA and of the WAGR operations in particular. It has potential as a teaching site for the study of: industrial archaeology; traditional and contemporary trade skills; social and cultural history relating to 20th-century Western Australian development; architectural and building technology and history; heritage conservation theory and practice (buildings, plant and equipment); environmental pollution, contamination and rehabilitation; impact of industrial processes on the natural environment. (Criterion 3.1)

There are potential historical archaeological sites i.e., former stationmaster's house and other cottages on the site; workshop buildings and structures now removed or demolished. (Criterion 3.1)

The following are examples of technical innovation or achievement associated with the building, plant and equipment, trade skills and practices etc.

a) Septic system and remaining filter beds are important as evidence of the earliest phase of development of this new technology for sewerage disposal in Western Australia. The septic system on the workshops site was the third to be installed in WA and was used to test the effectiveness of the design as a forerunner for the installation of the metropolitan system installed at Claisebrook and Burswood.

b) The underwater coal storage dam is important as evidence of technology developed to overcome the particular problems associated with the storage of large quantities of the local Collie coal for use by the WAGR. (Criterion 3.3)

c) The design and construction of the structural steel frames supporting the main workshop blocks represents the transition to the use of rolled steel sections from the earlier use of iron structural elements.

#### **11. 4. SOCIAL VALUE**

The Workshops' labour force, spanning a period of ninety years, represents a specific group of Western Australian industrial workers, tradesmen, technicians, engineers, drafts people, designers, planners and administrators whose collective skills and labour have made a significant contribution to the development of the State's transport systems. The Workshops have provided over time, through cadetships and apprenticeships, skilled workers for the State's industrial workforce. (Criterion 4.1)

The physical presence of the workshops in the townsite and the impact of its activities on the town have contributed to a strong sense of local identity of Midland as a railway town. (Criterion 4.2)

#### **12. DEGREE OF SIGNIFICANCE**

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### **12. 1. RARITY**

*Midland Railway Workshops* was the main workshop site servicing and manufacturing locomotives and rolling stock for the WAGR for almost a century. It is the only major railway workshop in Western Australia and one of the few early 20th century industrial sites in the State. (Criterion 5.1)

*Midland Railway Workshops* demonstrates the period when large numbers of people were employed in industrial processes. In the post-industrial present, this is a rapidly disappearing way of life. (Criterion 5.2)

### **12. 2 REPRESENTATIVENESS**

*Midland Railway Workshops* was the focus of railway activity in Western Australia for almost a century. It is representative of a period when railways were essential for both freight and passenger transportation, and of workshops once associated with all major railway networks to service and repair locomotives, rolling stock, permanent way and railway equipment generally. (Criterion 6.1)

*Midland Railway Workshops* is representative of major sites of railway construction and maintenance. Each State in Australia having its own railway workshops. (Criteria 6.1 & 6.2)

### **12. 3 CONDITION**

The buildings and site features are generally in good condition although there is evidence of the need for general repairs and maintenance. There are for instance, a number of windows with broken glass and other signs of deterioration.

Brickwork is generally sound although there is considerable discolouration due to industrial pollution. This, however, contributes to the industrial character and general ambience of the place.

Structural steel work, iron window frames and other elements of construction generally appear sound.

The site contains a number of asbestos cement clad buildings and roofs which have been replaced with asbestos. These require either treatment or removal.

For the condition of individual components of the site, see Physical Evidence.

### **12. 4 INTEGRITY**

The integrity of the site is high although the continuation of this is dependent upon future use and development after the closure of the workshops. Appropriate adaptation and development of the site are possible however without loss of identified significance.

For integrity of individual components of site, see Physical Evidence.

### **12. 5 AUTHENTICITY**

*Midland Railway Workshop* buildings, site features and equipment have been adapted over the history of the workshops to accommodate the changing requirements of the state's railway system and changes and developments in technology. Nevertheless, the original buildings constructed in 1904 and extensions to these dating from 1911 to 1914 remain largely intact and retain



a high proportion of original fabric. Many site features also remain unaltered giving the site a high level of authenticity.

For authenticity of individual components of site, see Physical Evidence.

### 13. SUPPORTING EVIDENCE

The following has been adapted from 'Conservation Policy: Midland Railway Workshops, Midland WA' prepared by Rosemary Rosario and Philip McAllister, Heritage Architects, with Wendy Brady, Historian, and Oline Richards, Research and Heritage Conservation Consultant, for the Central Midland Planning Taskforce in March 1994 with amendments and/or additions by HCWA staff.

#### 13.1 DOCUMENTARY EVIDENCE

The first West Australian Government Railway (WAGR) Workshop opened at Fremantle in 1886, five years after the commencement of the Fremantle to Guildford line. However, the site was only 3.5 acres (1.4ha), too small for its intended function, even though the December 1896 takeover of Great Southern Railway gave WAGR access to the GSR workshops in Albany.<sup>1</sup> Nonetheless, by July 1891, C. Y. O'Connor had recommended to the State Legislative Assembly that the workshops be relocated. Although the Assembly initially resisted, the newly discovered Goldfields provided impetus for change. The selected site at East Guildford (later renamed Midland Junction, and finally Midland) was originally part of James Stirling's 4 000 acre estate. Henry Brockman, who had purchased it in 1886, offered 226 acres of land (known locally as the 'picnic ground'), fronting the Helena River, to the Government for £2,000. In 1892, Allison Smith, Locomotive Superintendent at Newport Workshops in Victoria, was appointed to report on the needs of the WAGR,<sup>2</sup> and in 1893, the State purchased the parcel of land for use by the government and it was gazetted, as Reserve 2299, for public purposes.<sup>3</sup>

Smith anticipated 4 acres (15,800sqm) of workshops, a plan swiftly rejected by the Assembly as too costly when resources were required in the Goldfields and ports.<sup>4</sup> During the 1890s the proposed development raised considerable controversy and debate. O'Connor, as General Manager of the railways, raised the subject again in 1893, and the Assembly debated it again in 1894. There were a number of Royal Commissions to investigate the issue and advice was sought from experts both in eastern Australia and overseas into the projected requirements and likely costs of the workshop project.<sup>5</sup> Although the Assembly agreed in 1895 to move the workshops from Fremantle to Midland Junction, this move was bitterly opposed by residents of Fremantle, who feared the loss of employment, thus ensuring the continuation of the controversy.<sup>6</sup>

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<sup>1</sup> Watson, Lindsay, *The Railway History of Midland Junction* (Swan View, WA: L & S Drafting in conjunction with the Shire of Swan and the WA Light Railway Preservation Association, c. 1995), p. 73

<sup>2</sup> Smith, Allison D., *Report on Workshops and Locomotive Branch of the Railways of WA* (Perth, 1892)

<sup>3</sup> Palassis Architects, 'Midland Railway Workshops, Foundry: Conservation Plan' (2005), p. 7; the present site covers only 198 acres (80ha), land having been excised at different times for roads, a school site, and the abattoirs and saleyards at the east end.

<sup>4</sup> Wallis, Bob, 'Midland Railway Workshops: A Short History', copy available at [www.machinerypreservationclub.com.au](http://www.machinerypreservationclub.com.au)

<sup>5</sup> Campbell, R. B., McDonald, John A., and Quirk, W. M., *Report of the Committee appointed to enquire into the Design and Requirements of the New Railway Workshops proposed to be erected at Midland Junction* (Perth, 1897)

<sup>6</sup> Wallis, op. cit.

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In the years following the establishment of the area, the population of Midland Junction began to decline. By 1898, many newly-built houses stood empty. In spite of efforts to attract private industry, little was achieved. Much now rested with the promised Government railway workshops to arrest the decline of the area. The announcement in 1900 that the workshops would be constructed led to an increase in commercial activity around Midland Junction. Among the signs of this was the establishment of a foundry to manufacture steel pipes for the Goldfields water scheme.<sup>7</sup> The *Swan Express* excitedly announced in its opening issue:

We have arrived. The time is opportune. Change and progress are the order of the day in these districts. The general improvement in trade has given a new lease of life all round. Local industries are getting well under way. The pipe works are making things industrial hum. The erection of the railway workshops in the near future is now practically assured. Some events are prolific of results. This will be. An increase in population must inevitably occur as a result.<sup>8</sup>

Following the industrial expansion came commercial premises in Midland Junction. Although, by 1909, 1,200 men were employed in the Workshops, the population of Midland Junction was only 4,500. The majority of workers chose to live in Guildford, and the new suburbs of West Guildford and Bayswater, where land was cheaper. It was easy to travel to work, since the train stopped outside the workshops. The result was that Midland Junction had a commercial centre in excess of the needs of its residents.<sup>9</sup>

The earliest development at the Workshops site was the construction of an earth-wall reservoir with a capacity of 11 million gallons (50 million litres) to supply water for locomotives. After World War II, this reservoir was developed as the storage dam for Collie coal. However, by 1895, the number of bores providing water to the site attracted squatters, although the police subsequently evicted them. In August 1904, a septic sewerage system was installed, which was pioneering work in WA, only two others having been tried: at Government House and North Fremantle. The satisfactory operation of the system led to the adoption of the scheme on a large scale for the metropolitan area.<sup>10</sup>

Midland Junction Railway Station opened in 1895 facing onto Railway Parade and served both the Government Eastern Railway line and the Midland Railway Company line. An 1896 inquiry into the design of the Workshops concluded that the best position for the main buildings would be immediately opposite the entrance to the Railway Station. Midland Junction Station was demolished in 1968, and the date of the first overhead footbridge linking the Station to Workshops has not been established. The existing footbridge dates from 1966 and was constructed a few metres to the east of the older bridge it replaced. The development of the Station, the Workshops and the footbridge are closely linked as part of the context of the site as a whole.<sup>11</sup>

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7 Bourke, Michael J., *On the Swan: A History of The Swan District in Western Australia* (Nedlands: UWA Press for Swan Shire Council, 1987), pp. 268-69

8 *Swan Express*, 1 December 1900, quoted in Bourke, op. cit., pp. 269-70

9 Bourke, op. cit., pp. 271-72

10 Heritage and Conservation Professionals, 'Conservation Policy: Midland Railway Workshops, WA' (1994), pp. 21-22

11 *ibid.*, p. 22

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A new plan for the Workshops was produced by Campbell, McDonald and Quirk. With a floor area of 7 acres, it was nearly twice that of Smith's rejected design. After O'Connor rejected the plan as having no provision for electric lighting, he travelled abroad to consult with an English expert, J. A. F. Aspinall, Chief Mechanical Engineer of Lancashire and Yorkshire Railways. Fremantle, though, continued to oppose the move and so little was changed for a number of years. Finally, in June 1900, the new Chief Mechanical Engineer, T. F. Rotheram, put forward the seventh workshop plan since O'Connor suggested relocation, and this time it was accepted. It was almost identical to Aspinall's.

Although some rolling stock was deteriorating due to lack of repairs, Rotheram was asked to scale down his requirements and submit a revised plan. In effect, before the workshops were even started the government halved the size of the buildings.<sup>12</sup> By late 1902, more than ten years after the project was proposed, and a few months after O'Connor's tragic death, building commenced at Midland Junction. Possibly owing to the continuing debate surrounding the project, building work progressed on site with few prepared plans. Decisions were made on site and the Public Works Department's plans showed finished buildings. Bricks were manufactured from local clay, from the banks of the Helena River, and laid by German labourers contracted for the job, while structural steel sections to support roofs were imported from the UK. The abridged scheme was complete enough by 4 January 1904 for 399 employees to be transferred from the Fremantle site, with the remaining staff, drawn from the GSR workshops at Albany, transferred a year later in April 1905. In a 1905 WAGR report, the success of the new site was measured by the fact that while 400 wagons had been waiting repair at Fremantle, Midland was averaging just 150.<sup>13</sup>

The WAGR Stores Branch, which supplied requirements for the whole of the railway system, transferred from Fremantle to the Workshop's site about the same time. It was a Branch in its own right, headed by the Comptroller of Stores and run independently of the Workshops management, which was headed by the Chief Mechanical Engineer.<sup>14</sup>

Although new buildings were erected, some older buildings were relocated from the Fremantle site. One such was the 200ft by 100ft (60m by 30m) Paint Shop, an iron-framed, timber and corrugated iron clad structure. Although fire-safety precautions were taken with this building, on 10 December 1909 a fire started and spread so quickly it was out of control before fire fighters arrived. Twenty-one timber-bodied coaches inside were destroyed and, because the site's insurance policy had been allowed to lapse, the total bill exceeded £42,000.<sup>15</sup>

The workshops were centred around three large saw-toothed brick masonry buildings. In 1904, the workshops were divided into: Block 1 – carriage and

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<sup>12</sup> George, W. J., *Report of the Select Committee of the Legislative Assembly appointed to consider and report upon the Equipment of the Proposed Railway Workshops at Midland Junction* (Perth, 1902)

<sup>13</sup> Wallis, op. cit.; Godden Mackay, 'Midland Railway Workshops, Perth: Heritage Assessment and Conservation Strategy' (Surry Hills, NSW, 1992), p. 10

<sup>14</sup> Information supplied by Hon Ron Davies, 25 August 2006

<sup>15</sup> Watson, op. cit., pp. 75-76

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wagon shop, and saw mill; Block 2 – boiler shop and blacksmith's shop; and Block 3 – machine and fitting, and erecting shop.<sup>16</sup> Even before these works were complete, it was realised that half-size workshops were inadequate.<sup>17</sup> So, between 1910 and 1913 a second stage of building doubled the size of the workshop facilities, effectively completing the workshops as originally proposed. 1911 extensions expanded Blocks 2 and 3, and by 1913 these extensions were almost complete, so work had commenced on Block 1, the Powerhouse and the Foundry. This time, roof trusses were fabricated on site, rather than importing prefabricated ones from Britain again.<sup>18</sup>

Initially the works were operated by a combination of steam and electricity. The Powerhouse was erected in 1904, housing eight Babcock and Wilcox coal-fired boilers<sup>19</sup> and two Lancashire (horizontal cylindrical) boilers. The steam produced from these provided electricity for the workshops' light and power, as well as the Administrative building and the Institute building. The equipment mounted in the engine room included two 60kW engine generator sets, three 200kW engine generator sets, one surface condenser, one condenser and pump. In 1910, a new stack was built to service newly installed Lancashire boilers and so increase output. In addition, pressurised steam was sent to various locations within the three Blocks via a service tunnel which divided into smaller service tunnels within each Block. These tunnels would later be used to deliver compressed air after steam was discarded. There was, though, air from the start with two 3-cylinder blowers, one of which is still located within the Powerhouse. These supplied a large volume of low-pressure air to the Foundry cupola furnaces, but were often criticised by employees for supplying 'wet air'.<sup>20</sup>

Coal was delivered by rail wagon into an in-ground hopper at the northern end of the Boiler House, then carried by a bucket conveyor to steel coalbunkers mounted near the roof of the Boiler House. From there, chutes gradually fed the coal into the various boilers. Advantage was taken of this system by loading cinders into the same wagons that brought the coal. An under-floor system raked the cinders into the bucket conveyor and the empty wagon could be filled with ash to be dumped on the banks of the river.<sup>21</sup>

In 1906, three steam-driven drop hammers were installed in the blacksmith's shop. The forge shop, which was most likely adjacent to the blacksmith's had its forge fitted with producer gas. Hence it is known that gas was produced on site, at least for a while. As far as known, the producer gas was the only gas made on site and Midland did not have a town gas or coal gas facility.<sup>22</sup>

When the move to Midland took place, most, if not all, of the equipment at Albany and Fremantle was relocated. As was expected, much of this had to be replaced or supplemented in the first few years of operation. In 1907, a tenoning machine, a morticing machine and a sandpapering machine were

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16 Mackay, op. cit., p. 11

17 Railways Department Annual Reports, 1903 and 1910-13

18 *ibid.*

19 These boilers were also purchased for the Goldfields Pipeline project, and examples can still be seen at Mundaring Weir Museum.

20 Willis, op. cit.

21 *ibid.*

22 Godden McKay, op. cit., p. 10

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installed. In addition, an engine and boiler were commissioned to operate the breakdown saw, which must have been some distance from the original boiler house, otherwise steam could have been piped to the engine.<sup>23</sup>

By 1908, new equipment was being introduced at a rapid rate and fourteen major items were installed including a cutter and grinder, a pipe-bending machine, a steam striker and 10cwt steam hammer. It appears from the list of machinery that an emphasis was being placed on forging and foundry work, which indicates that steel was replacing timber as the main chassis material for rolling stock.<sup>24</sup>

By 1914, all the major brick buildings on the site were completed and the industrial processes they contained established. Some of the equipment for the shops had been transferred from Fremantle and some imported directly from the UK. Initially the workshops were equipped to maintain and repair steam locomotives, carriages and wagons. They were also equipped to make timber bodied goods wagons (excluding the steel underframe) and passenger carriages. Manufacture of locomotives or steel undercarriages were not originally envisaged. However, by 1908 carriages and wagons were being built at Midland and complete locomotives by the mid-1920s.<sup>25</sup>

Midland generated its own power from 1904 to 1918, when the state owned East Perth Power Station came on line. On 1 July 1913, WAGR took control of Perth Electric Tramways, thus gaining control of the significant power stations in the Perth area. By the end of the year, the State Government had agreed with Perth City Council to construct a new power station at East Perth.<sup>26</sup> The railways began making provision for the connection of the supply from East Perth and no upgrading of their own internal system took place until this changeover occurred.<sup>27</sup> However, World War I slowed progress and the Midland Powerhouse continued to supply power until the end of hostilities. By 1918, the workshop's generators had been removed and sold, leaving no trace other than some steampipe support brackets. However, the East Perth supply arrived at 40Hz, which did not match the original Midland frequency, making motors run at a different speed. Consequently, some machines were fitted with new 40Hz motors and some motors had pulleys fitted to compensate for the change in speed.<sup>28</sup>

Each of the main workshops was originally placed under the control of the Superintendents of the individual departments housed in them. This managerial system became progressively unworkable so, in 1919, the whole organization was merged and placed under the control of the Chief Mechanical Engineer. This major reorganisation was completed by 1921.<sup>29</sup>

During the 1920s a policy of expansion of the shops to manufacture previously imported industrial items led to considerable modernisation and

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23      ibid.

24      ibid.

25      ibid., p. 1

26      For information on Perth power supply see HCWA Assessment 03318 *East Perth Power Station*.

27      Godden McKay, op. cit., p. 11

28      Doring, C and MJ, *Midland Workshops, Industrial Archaeology Study Vol. 1*, prepared for Central Midland Planning Taskforce (1994), vol. 1, p. 236

29      Godden McKay, op. cit., p. 11

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the introduction of new machinery and equipment.<sup>30</sup> In 1921, it was decided that all steam plant would be replaced by electrically powered plant. The boiler house stack, which was only eleven years old, already needed major rebuilding, and, as the new wave of machinery, which became available after WWI, was more economical to operate than the older steam driven equipment, the latter was gradually phased out. It would appear that initially much of the equipment throughout the complex was run from overhead line shafts, which were powered by reciprocating steam engines. As the changeover took place, the steam engines were replaced by electric motors and disruption to work would have been minimal.<sup>31</sup>

Additions of plant enabled an increased output of both locomotives and rolling stock, so that by 1928 the output consisted of:

- 4 locomotives class 'P' – heavy expressed engines
- 2 carriages class 'AY' – second class suburban saloon type
- 3 corridor cars for the Midland Railway Company – two-berth sleepers
- 10 brake vans class 'Zb' – with passenger accommodation
- 8 water tanks class 'Ja' – capacity 2 800 gallons (12,600 litres)
- 25 sheep wagons class 'Cx' – capacity 85 sheep
- 250 high side steel wagons class 'K' – capacity 14 tons
- 12 bogie petrol tanks – 5 000 gallons (22,500 litres) for Shell Oil Co.
- 10 bogie tram cars<sup>32</sup>

The 'Workshops Fallen Soldiers Memorial Committee' commissioned a Memorial by sculptor Pietro Porcelli, for a total cost of £950. Porcelli was responsible for a number of war memorials in WA, the Workshop's being his final public work. His works include the statue of C. Y. O'Connor in Fremantle Harbour and the Alexander Forrest statue in St. George's Terrace.

The unveiling and dedication ceremony, carried out by WA's Governor and the Archbishop of Perth, was held on 20 December 1925. The official programme noted that the column was:

... after the Grecian Ionic order of architecture, consisting of a chamfered plinth, die and cap, square base moulding, shaft and Ionic cap, mounted upon three rock faced granite steps. Western Australian granite ... has been used for this work. The bronze draped female figure standing upon a sphere that surmounts the granite column is represented as calling upon the world, the right hand raised demanding silence, and the left one holding a palm leaf; the head is crowned with a wreath of laurel, and the left foot is trampling upon a sword. The pose and attitude of the whole figure represents 'Peace'. A special feature has been made of the bronzed name and inscription tablets, which are secured to three faces of the die stone; they have been specially designed for this monument.

'Peace' was cast in bronze in Naples, and local legend has it that the model was a typist from the railway office. To commemorate the fallen workers of WWII a fourth tablet was later added.<sup>33</sup> The use of a female figure in war memorials in Australia is unusual, and Porcelli's design and its symbolism are considered to be unique. With the exception of the statue, all the work on the

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30 Stead, G W, *Report of the Royal Commission Appointed to Inquire into the System of State Railways* (Perth, 1922)

31 Godden Mackay, op. cit., p. 11

32 ibid., p. 12

33 <http://www.warmemorials.net/memorials/perth/midwshops/midwshop.htm>



memorial was carried out in the workshops, and all tools used in the work were made and regularly sharpened on site. The siting of the memorial required the reorganisation of existing facilities, including the removal of the timekeeper's and pay offices, flagstaff and laboratory, and the erection of new buildings to house these facilities. The design also called for the removal of a 6ft corrugated iron fence along the street boundary and its replacement with an ornamental wrought iron fence with brick piers and plinth. None of the original planting of the gardens surrounding the memorial now exists, although the layout remains intact.<sup>34</sup>

In 1923/24, new equipment was introduced into the building to accommodate conversion to compressed air. Compressed air was used to operate various small tools such as chipping hammers and riveting guns, to drive pistons, and to open and close furnace doors. In later years, compressed air was used to drive large blacksmith's hammers, which had originally been powered by steam. The later compressors (a Sentinel and a Crossley-Reavell) are still in place. It seems probable that the Crossley compressor originated from the Lake View and Star Goldmine in Kalgoorlie, and was transported to Midland during WWII.<sup>35</sup>

During the 1930s staff reductions at the workshops reflected the economic situation. In 1931 the West Midland workshop, which had operated alongside Midland Workshops, closed and staff and machinery were transferred to the main workshops. By 1934 the economic situation was improving and some work was undertaken for the State Steamship Services and the Tramway Branch. Contracts for private companies were also permitted but only if private engineering firms could not undertake the work. By 1938 another program for upgrading and replacing obsolete machinery was being undertaken, as well as an upgrading of staff facilities including a canteen.<sup>36</sup>

Around 1930, the Boiler Room was slowly converted to the Coppersmith's Shop, with the transfer of fifteen personnel. This building was extremely hot, especially during the summer months with the heat from the boilers, oil-fired furnaces, a number of coke fires, and a white-metal bench where the metal was poured, in addition to the sun. Prior to moving to the Boiler Room, the staff had previously been housed in an annexe adjoining the south side of Block 3. Slow phasing out of the Babcock and Wilcox boilers meant that the coppersmiths had to work alongside the still commissioned boilers until December 1930 when the new boiler room and coal bins commenced at the east end of the Blacksmiths Shop. By the end of 1931, all coppersmith staff were now located in the Boiler Room, renamed the Copper Shop. By the end of WWII, the Copper Shop employed 80 people: twenty-one coppersmiths, seventeen apprentices, eleven sheet metal workers with three apprentices, three plumbers and one apprentice, two galvanisers, and office staff.<sup>37</sup>

The 1940s was a period of considerable change and development, due largely to World War II. A number of buildings were extended and new buildings constructed to enable the workshops to fulfil contracts for munitions supply. After Japan entered the war, the Workshops were required to make

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34 Heritage and Conservation Professionals, op. cit., p. 25

35 Wallis, op. cit.

36 Railways Department Annual Reports, 1930s and 1940s

37 Wallis, op. cit.

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25 pound artillery shells. Lathes required for turning the munitions were impossible to get, so the workshops dismantled an existing one, took specifications and built 83 new lathes in three months. Over 2,000,000 shells were produced by a special section largely comprised of women, based in the specially-constructed Shell Annexe. The Annexe was important as a symbol of the contribution of women to the war effort.<sup>38</sup>

Steam propulsion units and propellers for naval vessels were cast in the Foundry, along with tooling for other armaments manufacturers.<sup>39</sup> To enable these substantial castings, extensive alterations were carried out to the Foundry, including a 41m extension to the eastern end and the raising of the roof by 2m to conform to the new section. Other work included the installation of a 2-ton and a 3¼-ton furnace and strengthening of existing gantry girders and columns to take a new 20-ton crane.<sup>40</sup> In addition, a Tool Room was constructed as part of the war effort.<sup>41</sup> The Flanging Shop also underwent major alterations in 1942 to facilitate munitions manufacture. The roof of the building was raised for overhead cranes, galvanised iron sheet added to the western end, and changes made internally to accommodate its new use.<sup>42</sup>

After cessation of hostilities, the buildings constructed for munitions purposes were converted to general use.

In early 1941, a small-scale test was conducted to determine the effects of storing Collie coal underwater. Collie coal deteriorates rapidly with exposure to air, disintegrating into dust. Interest in finding a solution to stockpiling local coal had been triggered by threats of industrial stoppage and the War. The Railways Department continued testing during 1942 at the Workshops, and a decision was made in 1944 to proceed with a 20,000 ton storage dam. The reservoir at the western end of the site was no longer being used, so it was extended and a mechanical grab and transporter was installed over it. With the final phasing out of steam in 1971, the coal dam was no longer required, so the remaining coal stocks were removed and the dam was utilised to take effluent wastes from the workshops.<sup>43</sup>

As the needs of the workshops changed in response to technological, social and economic changes, the functions of the various buildings were reassigned, old buildings were demolished, and new ones erected.<sup>44</sup> A 1948 Royal Commission recommended extensive reorganisation of the shops and administration.<sup>45</sup> Some of the measures taken included: the removal of retyring plant and housing in Block 3; new planting and polishing shop; erection of new paint shop; conversion of existing paint shop to a press shop; extension and reorganisation of the Foundry; and a general regrouping of machines and plant.<sup>46</sup> The conversion of Perth's electric power supply from

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38 <http://www.mcc.murdoch.edu.au/midland/>

39 Godden Mackay, op. cit., p. 12

40 Watson, op. cit., p. 77

41 Palassis, op. cit., p. 7

42 Heritage and Conservation Professionals, op. cit., p. 82

43 Heritage & Conservation Professionals, op. cit., pp. 23-24

44 Godden Mackay, op. cit., p. 10

45 Gibson, Alex J, *First Interim Report of the Royal Commission appointed to inquire into the Midland Junction Workshops of the Western Australian Government Railways* (1947)

46 Heritage & Conservation Professionals, op. cit., p. 35

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40Hz to 50Hz had the effect of enabling the workshop to do away with the old overhead line shafts powered by 40Hz motors and introduce more flexible electric cable power supply.<sup>47</sup>

The last locomotive produced at Midland ran from the workshops in 1949. During the 1950s and 1960s, technological changes had an impact on the Workshops' activities and equipment. Steam locomotives were replaced by diesel, resulting in a drastic reduction in boiler making activities and the establishment of facilities for the repair of large diesel engines. Wooden bodies on carriages and wagons gave way to steel bodies, then aluminium. Electric welding replaced riveting as the means of joining steel components, and oxy-cutting largely replaced traditional methods of cutting shapes from steel. Finally, computers took over routine clerical tasks, and some aspects of machine control.<sup>48</sup>

During the 1960s the workshops were converted to accommodate the wider standard-gauge locomotive and rolling stock. In 1963, Block 3 was altered to allow for the extra width required by demolishing the southern section of the western façade and being rebuilt in timber and asbestos. Widening of access to Block 1 was achieved by altering the existing brick openings.<sup>49</sup> The 'Railway Standardisation Agreement of 1961' provided for a standard gauge link between Kwinana, Fremantle and Kalgoorlie connecting with the Commonwealth Railways. *Midland Workshops* then engaged in the manufacture and supply of rolling stock and Permanent Way for the project. Multiple shifts were organised in both the Flanging and Boiler Shops as 1,205 new standard-gauge wagons were built. This was besides the normal maintenance requirements for railway operation.<sup>50</sup>

In the 1970s, the private Midland Railway Company workshops – located north-west of the main site – were closed and some timber structures relocated to the main site, including the large asbestos clad building located to the south of the Track Equipment Shop.<sup>51</sup> The 1970s also saw the further manufacture of specialised bulk-haulage wagons for mineral ores, cement, wheat, coal and oil. The rising value of this work further reduced staff numbers required for maintenance. However, in 1974, a number of derailments attributable to rail failure necessitated a \$42 million re-railing project known as the 'Kwinana Koolyanoobing Rail Rehabilitation Project'. Consequently, the Blacksmith and Track Equipment Shops were once again engaged in a major project. In 1984, though, the Commissioner for Railways, W. I. McCullough, announced the end of WAGR's association with light railways. From then on, demand for Midland Railway Workshops' facilities declined and a series of redundancy packages offered to staff.<sup>52</sup>

From then on, until its closure, Midland specialised in the manufacture of wagons for the bulk haulage trade and maintenance of freight wagons and the diesel-electric locomotive fleet of Westrail.<sup>53</sup> In 1991, the Workshops

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47 Doring, op. cit., p. 2

48 *ibid.*

49 Heritage & Conservation Professionals, op. cit., p. 36

50 Watson, op. cit., p. 87

51 Heritage & Conservation Professionals, op. cit., p. 36

52 *ibid.*, pp. 87-88

53 Godden Mackay, op. cit., p. 12

## **Register of Heritage Places**

### **Midland Railway Workshop**

**29 October 2010**

embarked on a Quality Assurance (QA) programme, which was meant to modernise the site. A large number of machines and dies, which could not meet the QA standards, were scrapped. Six days after passing their QA accreditation audit, supervised by Lloyds Register, the decision to close the Midland Workshops was announced on 28 April 1993 and the doors closed on 3 March 1994.

Midland Redevelopment Authority is currently redeveloping the site. The Midland Saleyards at the eastern end of the Railway Workshop site and all related businesses and properties have been relocated. Parts of *Midland Railway Workshops* are now home to a campus of Edith Cowan University and a large Western Australian Police Operations Centre, as well as other projects. A Harvey Norman store opened in 2005 on the corner of Clayton and Lloyd Streets. The Coal Storage dam at the western side of the Workshops has become an ornamental lake adjacent to residential redevelopment called 'Woodbridge Lakes'. According to the MRA website:

Woodbridge Lakes, at the western end of the Railway Workshops site around the former coal dam, will be an environmentally friendly, medium-density residential neighbourhood. Home designs will be compatible with the area's heritage character and incorporate ecologically sustainable design and crime prevention principles. A boardwalk around the dam, nearby parklands along the Helena River bed and public open spaces featuring distinctive artworks will add to the area's amenity.

The Workshops Village provides a unique mix of cultural and built heritage character. The Railway Workshops buildings will be adapted for residential and commercial uses, with Block 1 housing the proposed rail heritage centre. The Power House, Copper Shop and Pattern Shop will have heritage activities of interest to visitors. A walk trail will link buildings, equipment and sites, interpreting the former use of the area and recognising the heritage value of the Workshops.

Landscaping and design will reinforce the heritage spaces and buildings and highlight the vistas from Woodbridge Lakes in the west to the Darling Range escarpment in the east. The Heritage Green, located south of the Foundry and including other heritage buildings such as the Power House, will bring together the activities of the Workshops Village and provide a common link between the heritage, education and residential uses to create a sense of place and community within the village area.

Bushland along the Helena River and the adaptive reuse of several of the large heritage buildings provides a unique setting for the Workshops Village main residential area. Pedestrian and bike paths provide easy access to all nearby areas. Creative verge sculptures along Yelverton Drive and the impressive Workers' Wall near Block 1 celebrate the precinct's history. The old railway shunting yards will become an open piazza, with landscaped public places complementing the proposed cultural and social uses.<sup>54</sup>

In December 2004, the Centenary year of the Workshops, it was announced that *Midland Railway Workshops* had been included in the list of Western Australian Heritage Icons. This award recognised that the site was the most important engineering establishment in the State, which in its heyday had employed more than 3 200 people, including 600 apprentices.<sup>55</sup>

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54 <http://www.mra.wa.gov.au/planning/helena.phtml>

55 Palassis, op. cit., p. 8

In November 2005, the State Government announced plans to construct a 326-bed hospital on the site. Located on Clayton Street, the estimated \$183 million hospital will be constructed by around 2010-11 and will replace the old Swan Districts Hospital.<sup>56</sup>

### 13.2 PHYSICAL EVIDENCE

For a detailed discussion of physical evidence see:

‘Conservation Policy: Midland Railway Workshops, Midland WA’ prepared by Rosemary Rosario and Philip McAllister, Heritage Architects, with Wendy Brady, Historian, and Oline Richards, Research and Heritage Conservation Consultant, for the Central Midland Planning Taskforce in March 1994, pp. 59-126;

‘Heritage Strategy: Midland Central Redevelopment Area’ (draft), prepared for Midland Redevelopment Authority by Heritage and Conservation Professionals, in November 2001, adopted March 2003, updated November 2004;

‘Midland Railway Workshops Foundry: Conservation Plan’ prepared by Nerida Moredoundt and Julie de Jong, Palassis Architects, with Wayne Moredoundt, Historian, and Godden Mackay Logan, Industrial Archaeologist, for Midland Redevelopment Authority in March 2005, pp. 13-22;

‘Midland Railway Workshops, Perth: Heritage Assessment and Conservation Strategy’ prepared by Don Godden of Godden Mackay for Australian Railway Historical Society (WA) in December 1992, pp. 10-12;

‘Railway Institute, Midland Railway Workshops: Conservation Plan’, prepared by Heritage and Conservation Professionals for Midland Redevelopment Authority, in July 2000, pp. 37-62; and,

Doring, C and M J, *Midland Workshops, Industrial Archaeology Study*, 3 vols., prepared for Central Midland Planning Taskforce (1994).

*Midland Railway Workshops* occupies a site of about 68 hectares, roughly rectangular in form, three times as long as wide and orientated east-west. It is adjacent to the Midland Railway Terminal and accessed by Montreal Road East, which forms its north boundary. The coal storage dam is at the western end of the site, the salvage depot at the east, and the southern boundary is the Swan River.

The site was once serviced by a large number of spurlines, which brought materials to the various buildings and allowed access for locomotives and rolling stock undergoing repairs. Many of the tracks are still extant.

Altogether, there were once in excess of 70 buildings and structures on the site. Some of these are large masonry workshop buildings such as the powerhouse and former boiler house; some are steel-framed and corrugated iron, such as the paint shop; and others are small to very small and built from a variety of materials.

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<sup>56</sup> [http://en.wikipedia.org/wiki/Midland,\\_Western\\_Australia](http://en.wikipedia.org/wiki/Midland,_Western_Australia)

One of the more interesting structures is the coal storage dam, which is a concrete walled dam once fitted with an overhead travelling crane, which loaded tenders and trucks with Collie coal. Collie coal disintegrates when in contact with air for a period of more than two months, so it needed to be stored underwater if it was to be stockpiled.<sup>57</sup>

At the time of a 1993 assessment the workshops were found to be substantially intact and to contain numerous aspects of potential significance including items representing all stages in the history of the development of the site.

The main workshop buildings constructed in 1904 and extended in 1910-14 remain largely as constructed. Generally they are fine examples of early 20th century industrial buildings constructed of brick, steel and glass. Some have been extended and altered to meet the requirements of changing technology. The significant buildings include not only the workshops but also the administrative buildings on the site including the Chief Mechanical Engineer's Office, dating from 1904 and the Railway Institute built in 1914. Both provide an important link between the workshop site and the business centre of Midland as they occupy prominent locations on Montreal Street.

Along with the major brick buildings on the site, there are a number of smaller buildings including timber-framed buildings dating from various periods of the site's history. The timber store for instance dating from 1902 was one of the earliest structures constructed on the site and was used for workshop purposes whilst the brick buildings were under construction. More recent buildings on the site are not of the same quality as the early buildings and not considered to be of the same level of significance. Exceptions to this are the buildings constructed in the 1940s for the war effort which represent an important phase in the history and development of the state and are therefore of significance.

At the time of assessment the workshops contained a comprehensive and operating collection of railway workshops machinery and equipment. The assessment by C. and M. J. Doring covered over 2 000 items and identified 600 of them as significant.

The site contains significant machinery and equipment from a number of periods of the workshop's development. There are some original items dating from 1904 including some of the equipment remaining in the Powerhouse and in the woodworking area in Block 1. There are also remnants of the electric overhead travelling cranes installed in 1904 in several locations including the Powerhouse. There are a number of machines dating from the 1920s, 30s and 40s including perhaps the oldest electric arc furnaces in Australia in the Foundry which has significant equipment representative of iron and steel foundry technology of the 1940s and 50s. There are a number of rare items including for example, the locomotive weighbridge, the high-pressure water hydraulic system with pump, accumulator, presses, and pipe-work, and the dog-spike machinery.<sup>58</sup>

As well as mechanical items, the Workshops contain other features that have contributed to the story of the site and the lives of the people who have

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57 Godden Mackay, *op. cit.*, p.13

58 Doring, *op. cit.*, pp. 13, 14

worked there. For example, the War Memorial, designed by Pietro Porcelli, stands as testament to the men from the shops who were killed in WWI. Smaller memorials were found located on the walls of individual shops throughout the site.

The site also contains an important collection of documents relating to the site and the operations undertaken in the workshops.

### **Chief Mechanical Engineer's Office (1904, 1963)**

Substantial rectangular brick building with rendered bands and a gabled roof and elaborate timber detail to the gable ends. Timber-framed window awnings to the north and south elevations, timber-framed gallery to the eastern end supported on rendered masonry columns. Similar detail to the western end has been removed. The building comprises two floors of accommodation. A fireproof room at first floor originally housed working machinery drawings for use on site. A 1963 extension is brick walled, corrugated asbestos cement roofed, single-storey structure, added to the west of the CME's Office. Internally, a central passage linked the CME's Office with the adjacent Laboratory, and various staff and administrative areas could be accessed from the passage.

The Chief Mechanical Engineer's Office was the administrative centre of the Workshops. This office contained, apart from the CME and his assistants, the clerical offices, the pay office, the production office, the drawing office, the Works Manager's office, the engineers and other administration staff. The building is a fine example of a turn of the century government administrative centre. The exterior is the most elaborate of the buildings on the site. The interior has been remodelled several times as staffing levels and administrative processes changed.

The CME's Office is in good condition, showing evidence of regular maintenance. Its integrity is moderate, since the building can no longer be the CME's Office, but does have the potential to function as an administrative building. The building has a fair degree of authenticity despite the loss of some original fabric in 1963.

### **Railway Institute (1913/14)**

For details on the Railway Institute, see 'Railway Institute, Midland Railway Workshops: Conservation Plan', prepared by Heritage and Conservation Professionals for Midland Redevelopment Authority, in July 2000.

Midland Railway Institute is a two-storey building designed in the Federation Free style. The building is designed as a simple rectangular structure with a symmetrical façade. It is highly visible from all elevations and is a prominent landmark both from within and without the workshops site. The building is designed with greater attention to detail on the eastern and northern elevations, which are intended to present the public face of the building. The eastern elevation is symmetrical with the main entrance in the centre.

Constructed of brick with timber roof structures and terracotta Marseilles pattern roof tiles, the building has galvanised iron gutters and downpipes. Original timber doors and windows remain. There is also evidence of original benchtops and timber partitioning to the librarian's room.

In December 2000, a fire at the Railway Institute caused major damage, including the destruction of the original timber staircase. Nonetheless, the building was modified and restored in 2001 to house the Midland Redevelopment Authority offices.

The Railway Institute is in very good condition, but requires regular maintenance. The building has a high degree of integrity and authenticity.

#### **Pattern Shop (1904)**

Rectangular brick building with a gabled roof. The building comprises a single volume with a timber balcony at first-floor level with shelves for storing patterns. Door to the west leads to the pattern store addition. Manufactured and stored timber patterns for casting metal objects in the Foundry, of which the collection is substantially intact. Supervisor's Office contains an important collection of patterns and pattern-making machinery.

The Pattern Shop is in good condition, but requires regular maintenance. Continued integrity requires the retention of the significant collection of original patterns, equipment, tools and fittings. The building has a high degree of authenticity in the remaining original fabric, equipment and function.

#### **Powerhouse and Boiler House (1904, 1911, 1923/24)**

The majority of buildings at *Midland Railway Workshops* were designed by the Public Works Department. However, the Powerhouse buildings and equipment were designed in Britain. The Powerhouse, constructed of brick with steel roof truss structure, originally consisted of a boiler room and an engine room. The buildings were erected abutting each other, as is common with power stations. Both are brick masonry gabled roof buildings with exceptionally well articulated facades. The original section was completed in 1904, with a substation extension added in 1911 at the eastern end. The facades have engaged piers, arched window heads and door lintels and complex brick detailing above the spandrels. Original galvanised iron roof has been replaced with asbestos cement roof, but original Jarrah ceiling lining remains intact. Timber doors and iron window frames are original. Internally, the floors are concrete with original iron grating over floor channels. There was a mezzanine floor, which was accessed by a stairway with turned cedar balustrade and newel posts, supported on cast-iron columns that held the 30ft (9m) long switchboard. The original timber switchboard platform remains, although modified from 1911, as does the timber balustrade and stair details, along with the original access to the service conduit constructed in 1904 for the purpose of distributing services to the site.

Little of this original equipment remains, but the structure and layout of the building – including the steel frame which supported the coal bunkers, the chimney base, the economiser chamber, and the coal/ash conveyor opening in the north wall – provide evidence of past usage.

In 1917/18 *Midland Railway Workshops* began receiving high-voltage power from East Perth Power Station, and the generators were removed from the Powerhouse in 1918. In 1923/24, new equipment was introduced into the building to accommodate conversion to compressed air. The compressors (a Sentinel and a Crossley-Reavell) are still in place. It was around this time that the Boiler House was converted into a Copper Shop.



The Powerhouse is in very good condition, showing evidence of regular maintenance. The Boiler Room/Copper Shop requires maintenance. The Powerhouse has a high degree of integrity in remaining original fabric and highly intact 1920s equipment. The Boiler Room/Copper Shop does not retain sufficient original fabric to contain its original use. The Powerhouse has a very high degree of authenticity in original fabric and function. The Boiler Room/Copper Shop retains little evidence of its original function, but does reflect changes in use and technology over time.

#### **Electrical Shop (fmr Tarpaulin Shop) (1904)**

Medium sized rectangular brick building with a gabled roof. Extensive original detail including louvres to window openings and timber doors. Finely detailed interior with balcony. Framed lean-to additions to the south. Originally used for the manufacture of tarpaulins for covering open wagons. Later used for manufacture and maintenance of electrical items.

The remaining original fabric is in good condition, but requires regular maintenance. The building has a good degree of integrity in its remaining original fabric. The building has a high degree of authenticity in the remaining original fabric.

#### **Block 1 (1904, 1912)**

Originally built as the carriage shop, wagon shop, and saw mill. However, there have been many changes in equipment and basic layout. Rectangular brick structure with a steel structural frame supporting a sawtooth roof structure with glazed roof lights. The building is orientated east-west with access for the trains from the west. The northern bays contain inspection pits for working on locomotives, while the south bay has a timber floor with underfloor extraction system. The Carriage Shop occupied most of the building with the Woodworking Shop and Saw Doctor located in the southern bay. Original galvanised iron sheeted roof remains in part of 1904 section with remainder replaced with asbestos cement roof.

In the west elevation there are three large double doors (4.8m high, 3m wide) in the three north bays, and a further one in the south bay. There are two pedestrian doors adjacent to each engaged pier in each bay. The north elevation has five doors, and each spandrel contains a two-section window surmounted by an arched head. The steel-framed window has three six-pane panels in the lower section, all of which can pivot around a central point, while the upper section, which is fixed, has 36 panes. The remaining timber doors and iron window frames show interesting detail typically found in earlier buildings on the site.

The original concrete pits in bays 1-3 remain unaltered. An original overhead crane remains in bay 3; other bays have more recent examples. The sawmill contains examples of early workbenches and equipment for working.

The condition is generally good, but requires some repair and regular maintenance. The place has a high degree of integrity, for both original fabric and significant equipment. Authenticity is high for both original fabric and original function.

#### **Block 2 (1904, 1910, 1946)**

Block 2 has retained its original use as boiler and blacksmith shop. It was extended east in 1910 to double its original size. This extension incorporated the Forge, which was constructed in 1904 as a separate building. The direction of saw-tooth roof glazing was changed from east to south facing in the 1910 extension. The original galvanised-iron sheeted roof was replaced with asbestos cement roof with ventilated ridges over the smith area in 1946. Alterations to foreman's offices, equipment and flues have been made since this time. Internally, there are recent concrete floors throughout, although sand remains in the smith area.

Constructed of brick with steel column and roof truss structure, when constructed, Block 2 had a riveting room with a gable roof raised some four metres above the saw-tooth roof. This allowed the massive cast iron framed riveting machine to be installed and operated.

Block 2 originally housed the hydraulic machinery in bay 1, the boiler shop in bay 2, while bays 3 and 4 contained the blacksmith shop. The hydraulic machinery has since been removed, and both the boiler shop and blacksmith shop now occupy two bays. Some of the hydraulic machinery was reinstalled in the flanging shop. An external boiler in the 1904 building presumably supplied a local source of steam to the arch hammer, rather than piping steam from the Powerhouse. However the single-sided, clear-space steam hammers, introduced 1911-13, appear to have been installed to run on steam piped from the Powerhouse boilers. Possibly the original boiler could not produce enough steam for all the hammers. After the Powerhouse generators shut down in 1917/18, the Powerhouse boilers were kept going for several years to supply the hammers. Later, some of the boilers were relocated to outside the east end of the Blacksmith's Shop to provide steam for the hammers. There are large round holes in the east wall, presumably for steam pipes from boiler to hammer. Later still, the boilers were removed, and the hammers were modified slightly to run on compressed air from the Powerhouse compressors.

Bays 3 and 4 of Block 2 were originally planned as a Smithy to hold 54 (later 68) blacksmith's hearths or forges. There, blacksmiths would heat pieces of steel in coke fires and shape the hot metal on anvils by traditional manual techniques using hand-held hammers. By 1993, all but one of the 68 blacksmiths' hearths had been removed. Most of the traditional blacksmiths' hand tools had also been scrapped, although a few remained in 1993.

In February 2006, work was underway to replace the asbestos sheet roof with corrugated iron, and to make a number of other minor additional repairs.

Block 2 contains other significant large equipment, as detailed in the Doring report.

The condition of the original fabric and later additions is good, but requires repair and regular maintenance. The building has a high degree of integrity, retaining both much original fabric and significant equipment. There is a high degree of authenticity in original fabric, equipment and original function.

### **Block 3 (1904, 1910, 1940, 1956, 1965)**

Similar to Block 2, constructed of brick with steel columns and roof truss structure, supporting a sawtooth roof with glazed roof lights. Original building included a brick copper shop annexe on the south wall, and has retained its

original use as machine and erecting shop. Original galvanised-iron sheeted roof was replaced with asbestos cement roof. The 1910 extension, which doubled the size of Block 3, is largely intact except for the east wall. Further extensions were made to the east in 1940 and additions along south wall for diesel locomotive repairs in 1956. There is evidence of the original south wall viewed from the 1956 annexe of the original copper shop and rumbler shed rooflines. Alterations for dual gauge occurred in 1965. Internally, there are concrete floors throughout but original inspection pits remain. Original overhead cranes remain in bays 1 and 2, and Block 3 contains various large pieces of equipment as detailed in Doring report.

Remaining original fabric and later additions are in good condition, but require some repair and regular maintenance. There is a high degree of integrity in remaining original fabric and equipment. There is a high degree of authenticity in original fabric, equipment, original function, and evidence of changes of demand and technology.

#### **Weighbridge (1904)**

Constructed of timber stud framing with timber roof truss structure and a ventilated ridge. Weighed, checked and adjusted axle load distribution of locomotives, to ensure proper traction. The Weighbridge contains the original Fairbanks Locomotive Weighbridge relocated from Fremantle to Midland when the Workshops opened here in 1904. Was used until 1950s when diesel locomotives were introduced. The pit containing the weighbridge was subsequently boarded over and the building used as a carpentry shop.

The Weighbridge is in good condition, but requires regular maintenance. The retention of the original machinery is essential to retain the integrity of the building. The building has a high degree of authenticity in the remaining original fabric and function.

#### **Main Conduit (1904)**

Underground tunnel running north-south from the entrance to the river with an access point in the Powerhouse, where the Conduit is reached from a flight of brick steps located in the centre of that building. Contains hydraulic, electrical and pneumatic mains servicing the Workshops.

#### **Flanging Shop (fmr Paint Shop) (1910)**

The building is constructed of brick with a steel roof truss structure. The original galvanised iron roof sheeting has been replaced with an asbestos cement roof. Some remaining iron window frames from the 1910 building are typical of the window opening details found in earlier buildings on the site. Internally, the floors are concrete with some areas of more recently laid concrete slabs. Walls of fair face brick work are largely as originally constructed.

Evidence of the raising of the original roof in 1942 to accommodate overhead cranes can be observed. The fabric also retains evidence of all of the periods of construction from the 1910 building to post-WWII alterations.

#### **MRW Personnel Peace Memorial and Garden (1925)**

Consisting of a symbolic bronze female figure surmounting a classical stone column (Grecian Ionic, consisting of a chamfered plinth, die and cap, square

base moulding, shaft and Ionic cap) on a granite base consisting of three steps, the Memorial is a large stone obelisk on a four-tiered base with bronze statue affixed to the top. The draped female figure stands upon a sphere, which surmounts the granite column; the right hand is raised, the left one holds a palm leaf; the head is crowned with a wreath of laurel, and the left foot is trampling upon a sword.

A flagpole and rose beds are located on either side of the memorial. However, none of the original planting of the gardens surrounding the memorial now exists, although the layout remains intact. The wrought iron fence around the memorial is intact and is an integral part of the memorial site. A round marble plaque is situated on the northern side of the base of the memorial. Bronze plaques, which include the names of the fallen, are affixed to all four faces of the memorial, reading:

- In enduring commemoration of the loyalty, devotion and sacrifice of Workshop comrades who fell in the Great War 1914 to 1918. 'These our glorious dead'. Erected by their fellow employees;
- World War II. 1939 to 1945; and,
- In memory of our fallen comrades from Railway Workshops Sub-branch RSSAILA [Returned Sailors, Soldiers and Airmen's Imperial League of Australia].

Porcelli's design and its symbolism – the use of a female figure standing on a globe to represent Peace – is unique in Australian war memorials.

The site is still used for ANZAC Day services, despite a short let-up in the late 1990s.

#### **Flagpole (1916, 1924)**

Approximately twenty metres high, it was originally installed in 1916 outside the CME's Office but was moved to the western end of Block 1 in 1924. The flagpole was used to fly the national flag and other significant flags for ceremonial purposes. It was lowered to half-mast to recognise the passing of former workers with an explanatory note placed in a display case erected for this purpose near the base of the pole.

The area in front of the flagpole is an open space suitable for large assemblies of people and was used for union stop-work meetings, significant announcements and political rallies. These meetings were referred to as 'Flagpole Meetings'. The announcement of the closure of the Workshops was made at a flagpole meeting on 28 April 1993.

#### **Gatekeeper's Office (fmr Receiving Shop) (1924)**

Timber framed, weatherboard clad, rectangular building with a corrugated iron gabled roof. Formerly the Receiving Shop, it was relocated in 1924 from the eastern side of the main entrance, to the northern access point.

#### **Time Keeper's Office (1924, c.1950)**

Timber framed, weatherboard clad, rectangular building with a tiled hipped and gabled roof. Built to replace the Receiving Shop, it contained the staff time clocks and was extended c.1950. The original time office was located east of the CME's and was relocated, along with the Laboratory, to make way for the Peace Memorial and Gardens in 1924. A new Time Keeper's Office

was built further east and, later, a second Time Office No 2 was built even further to the east.

The key feature of the Time Keeper's Office was a number of docket boards with rows of numbers and hooks. Each employee was assigned a number which was stamped on a metal docket, the principal one of which was a circular brass disc about 25mm in diameter. The disc was hung on the hook corresponding to the number. On arrival, the employee took his docket and placed it on a sub-board in his shop. At the end of the day, the process was reversed with the docket going back on the hook in the Time Office.

In 2005, the Time Keeper's Office was converted into the site's public Interpretation Centre.

#### **Foundry (1904, 1912, 1941-42, 1958, 1964)**

For detailed analysis of the Foundry, see 'Midland Railway Workshops Foundry: Conservation Plan' prepared by Nerida Moredoundt and Julie de Jong, Palassis Architects, with Wayne Moredoundt, Historian, and Godden Mackay Logan, Industrial Archaeologists, for Midland Redevelopment Authority in March 2005.

The Foundry, a large single-storey brick and asbestos industrial building, in the Federation Warehouse style, has a long rectangular form, with gabled roof and curved roof monitor. It was originally a brick masonry building to house the cupolas and casting floors. It had a gabled roof sheaved in corrugated iron, which was penetrated with skylights and fitted with metal louvres for ventilation. The east end of the Foundry was not completed with brick as it was planned to extend in that direction as the need arose. However, the Foundry has been greatly altered and added to over time to allow the installation of larger machinery and for the removal of redundant pieces. The building has been changed more than any other on site, and the original 1904 fabric comprises only a proportion of the present building.

The Foundry is generally in good condition, although there is a need for general repairs and maintenance. The equipment and machinery is generally in good condition, although again lacks maintenance. The operating capacity of the machinery is unknown. The Foundry has a high degree of integrity, functioning as a workshop from its construction in 1904 to closure in 1994. The majority of the equipment associated with its function is still in situ. The Foundry has a moderate degree of authenticity, being the most altered of the original buildings on the *Midland Railway Workshops* site. The earlier brick sections are generally intact beneath accretions, but former openings have been bricked in, the roof and walls have been raised, timber doors replaced with roller-shutters, galvanised iron roof has been replaced with corrugated asbestos, and earth floors sealed with concrete. The machinery has a high degree of authenticity.

#### **Pattern Store (fmr Tank Building, Electrical Shop) (1904, 1923)**

Tank Building is constructed of brick with simple detailing. Electrical Shop addition is constructed of timber stud framing with timber roof truss structure. Used as Electrical Store from 1923 and Pattern Store from 1942. A framed structure linking the building to the Pattern Shop was constructed in the 1950s.

The remaining original fabric is in fair condition. The building has a low degree of integrity, having lost its original function and having been adapted to alternative uses. The tank building retains original fabric and detail, but the timber building has suffered loss of both fabric and function.

#### **Main Store (1904)**

Narrow rectangular building parallel to Block 3. Brick structure with gabled roof. Steel framed extension on the southern side. Previously linked to Oil Store, a smaller brick building located to the east. Used for storage of items manufactured on site.

#### **Ambulance Building (fmr Timer Keeper's Office) (1924)**

Timber framed, weatherboard clad, rectangular building with a corrugated galvanised iron roof with timber finials. Weatherboard extension on the north side and fibro extension on the west. Located at the eastern end of the Pattern Shop, it came into being in 1924, constructed from the materials from the original Timekeeper's Office, which was removed to make way for the Memorial to Fallen Soldiers. It contained reasonably well equipped first aid rooms and specialised technology for hearing and vision testing. The first aid station was staffed by a qualified nursing sister from 1924 until 1950 when Workshops staff took over responsibility.

#### **Elevated Tank (1904)**

Constructed of steel railway rails riveted together to form columns and preformed iron plates riveted to form the sides of the tank. It provided water for steam locomotives, then storage of diesel fuel from the 1960s.

The Tank is in fair condition, but there is evidence of rust and leakage. The Tank has the potential to retain its integrity if appropriate interpretation is used in any new development. The Tank has a high degree of authenticity in the remaining original fabric and function.

#### **Compressed Air Tanks (c.1920)**

Erected in current position in 1920, but may have been relocated from the Boiler House. Used for storing compressed air for power.

#### **Hot and Cold Wells (1904)**

Large concrete lined wells, with steel safety rails and associated machinery. Provided a cooling system for condensers serving the generators in the Power House. Later used for cooling the air compressors.

#### **Underwater Coal Storage Dam (1895, 1944, 1947)**

Substantial water body with remnant timber structures related to the former coal storage use. These structures are evident above ground and around the perimeter of the dam.

The dam and relics of previous uses can be seen above ground, but no parts are in operating condition. One of the first structures on the site, it has been adapted to different functions in response to changing technology and the phasing out of former uses. Recently, it has had a number of interpretative pieces installed in and around the dam. The Underwater Coal Storage Dam has become an ornamental lake adjacent to residential redevelopment.

### **Laboratory (1925, 1942)**

Constructed of brick with timber roof truss structure and terracotta Marseilles pattern roof tiles. Used for metal and chemical testing, including testing of Collie coal. The original laboratory was a timber building to the east of the CME's building which was removed in 1924 to make way for the Peace Memorial and gardens. It was replaced by the brick building to the west of the CME's Office and doubled in size in 1942 because of the amount of work being carried out for the war effort.

The Laboratory is in fair condition, but requires regular maintenance. The building has a high degree of integrity. Capable of being retained and adapted without loss of significance. The building has a high degree of authenticity, despite alterations.

### **Elements Shop (fmr Copper Shop) (c.1910)**

Rectangular structure clad with timber weatherboards to the north, east and west elevations and corrugated iron to the east. Corrugated iron roof with lantern roof light along the roof ridge line. Timber framed windows, some of which have been replaced.

### **Old Plating Shop (1946)**

Timber structure with timber roof trusses, linked by a covered way to the New Plating Shop. Roof has ridge roof light. Skillion roofed section links the building to the Old Tarpaulin Shop.

### **Supply Shed 1 (c.1971)**

Corrugated galvanised iron shed with concrete floor and ventilated roof, steel curved frame. Some panels are white translucent sheeting. Suspended lights. Used for storing supplies.

### **Supply Shed 2 (1940s)**

Rectangular corrugated galvanised iron-clad shed with gabled roof. There are sliding corrugated galvanised iron doors to the west end of the north elevation, and a small timber-framed enclosure on the north-eastern side. The rear (south) side of the shed is an earlier construction, with a timber frame, timber posts and timber roof trusses. There are timber framed windows with small paned sashes and pendant light fittings. This section of the shed is probably relocated from somewhere else.

### **Overhead Bridge (c.1966)**

Steel-framed pedestrian walkway located immediately north of Block 1, providing access across the railway to link the Workshops with Midland town centre.

### **Apprenticeship Buildings**

Four attached timber-framed buildings, constructed of half timber and half flat asbestos sheeting. Corrugated asbestos gabled roof and timber-framed windows. There is also a small brick toilet.

### **Safety Building**

Single-storey timber-framed, weatherboard-clad building with gabled roof clad with corrugated galvanised iron sheet with a roof vent. Windows have timber shutter and vents to top sections. Some windows have been replaced. A small building west of Block 1, situated adjacent to the Recreation Hall and the Canteen. It housed the Safety Officer and a small classroom for first aid training. The role of the Safety Officer was to implement safety policies and to investigate issues raised by the workforce about a particular machine or practice and could recommend changes.

### **Ambulance Garage**

A rectangular gabled-roofed garage with recent weatherboard profile wall cladding, Colorbond roof and roller shutter door.

### **Workers' Wall (2003)**

A wall built of bricks carrying the names of Railway Workshops workers, located at the entry to the site, near the former Time Keeper's Office.

### **Verge Sculptures (2002)**

Commissioned by the MRA, executed by Kath Wheatley, these are a series of figures, in twos and threes, made of recycled material from the Workshops combined with new steel, and are sandblasted and galvanised. The figures are installed on the verges of Yelverton Drive, linking the Amherst Road roundabout to the Lloyd Street intersection.

### **Buildings not retained (for information only):**

Works Management Centre (fmr Tool Room) (1942, 1980s): Timber framed, asbestos flat sheet and timber weatherboard clad, corrugated asbestos roofed, single-storey building with timber framed window awnings and prominent vents to the roof ridge. The Tool Room was built in 1942 to service the increased need for tools for the munitions annex during WWII. After the war, it continued to manufacture tools and gauges that would not be sourced elsewhere, not only for the railways but also for other government enterprises. In the 1980s it was converted to office accommodation for the Works Manager and staff.

Recreation Hall (1941): Staff dining room, originally linked to the 1937 canteen, which is also no longer extant. Single-storey, timber framed, corrugated iron clad, gabled roofed building. Internally, walls are lined with tongue and groove timber panelling to dado height with plasterboard above. Windows are double-hung sash and doors are kedged and braced timber.

Canteen (1950): Brick and tiled, single-storey building with timber framed double-hung sash windows with horizontal mullions, and render to entry porches. Original covered link to dining room has been removed. The Canteen was opened in 1953, replacing a small canteen built in 1939. Full meals, tobacco and drinks as well as takeaway food were available from the Canteen. It closed in 1993, some months before the Workshops.

Panel Shop (1970s): Timber-framed, corrugated iron and asbestos cement sheet clad, gabled roofed shed with recent steel-framed open section to the eastern end. A place of light metalworking as an extension of the copper



shop, the building is believed to have been relocated from the former Midland Railway Company, which was located north of the Workshops. The Midland Railway Company was a private company that operated the railway line from Midland to Geraldton until 1964 when the Government acquired it. The MRC site became a shopping centre in 1971.

Annealing Furnace: Steel framed, asbestos clad shed with open ends.

Store near Foundry: Corrugated asbestos cement clad shed with asbestos roof, timber window frames and doors.

Old Sand Shed: Open timber-framed structure with corrugated galvanised iron roof, timber trusses and timber lining to the east end.

Toilets: Located north-east of Pattern Shop, west of Block 2. Brick toilet block with flat metal roof with deep matching fascia.

Blacksmiths' Tools Shed: Steel and timber-framed enclosure with cyclone mesh sides and a corrugated galvanised iron hipped roof.

Radiator Shop: Timber-framed asbestos flat sheet and corrugated galvanised iron clad structure with a hipped corrugated galvanised iron roof. The building resembled a small house in form and proportions.

Fuel Shed: Steel-framed shed open on three sides. Concrete floor with railway track.

Electrical Store: Steel framed and clad shed with flat roof and deep fascia.

Electrical Shop: Single-storey steel framed and clad shed with flat roof and deep fascia.

New Plating Shop: Corrugated asbestos clad sawtooth roof shed, with a steel and timber frame.

Supply Shed 3: Rectangular shed with gabled roof and skillion section on the western side. Corrugated galvanised iron clad walls and corrugated galvanised iron double doors to the north and south side. The frame comprised of steel circular posts with a timber frame to the skillion lean-to.

Supply Shed 4: Rectangular corrugated galvanised iron-clad shed with gabled roof and concrete floor. The north elevation had a pair of sliding, flat sheet iron doors. There were timber-framed windows with various styles of obscure glass to the south, east and west elevations.

Supply Shed 5: Rectangular corrugated galvanised iron clad shed with gabled roof and concrete floor. There were pairs of casement windows to the east and west elevations. The south elevation had a pair of timber doors.

Supply Shed 6: Four bay, steel framed, corrugated galvanised iron-clad shed with a sawtooth roof, wired glass skylights facing south and a concrete floor. There was a timber ledged and braced door to the south elevation, a brick enclosure in the south-east corner, a timber and glass office enclosure in the north-west corner, and timber panelled doors in the north elevation.

Supply Shed 7: Steel framed, corrugated galvanised iron-clad shed with a sawtooth corrugated galvanised iron roof with fibreglass skylights facing south. There were three bays and a concrete slab floor.

Annexe to Main Store: Timber-framed rectangular structure clad with corrugated asbestos cement sheet. Hipped shallow pitched roof.

Old Wash Shed: Steel framed with metal cladding to walls and roof. Rail access through building for cleaning locomotives.

Old Sandblasting Shed: Steel framed open-ended structure with corrugated galvanised iron wall cladding to sides and roof. Rail access through building.

Water Treatment Plant: Various structures including asbestos cement clad elevated building with skillion roof and various concrete tanks behind a cyclone mesh fence.

Loco Test Building: Steel-framed open-ended structure with corrugated galvanised iron wall cladding to sides and roof. Rail access through building.

Asbestos Building: Part of Water Treatment Plant group. Rectangular asbestos cement sheet clad building with gabled corrugated asbestos cement roof, which had two vents.

Bike Shed: Timber-framed weatherboard and asbestos flat sheet clad bike store, with hipped corrugated asbestos clad roof and concrete floor. Prior to the 1950s, the ownership of a car was uncommon among blue-collar workers. Those that didn't travel to work by train frequently rode bicycles. Such were the numbers of bikes that purpose built sheds were provided to store them. When motorbikes became popular, these also occupied the bike sheds.

A story circulated among employees regarding the bike sheds: A young coppersmith complained that pushbikes in the bike shed were damaging his new motorbike and asked permission to bring it inside for minor repairs. When the motorbike left that afternoon, it had the addition, unknown to management, of a brand new sidecar.<sup>59</sup>

Sheds A, B, C, D, E, F, & G: Various sheds, constructed of asbestos, corrugated iron, and various cladding materials.

Toilets A, B, C, & D: Brick buildings with metal roofs. From inception until 1986 the toilets in the Workshops were staffed and toilet visits timed. In each toilet was a small office where the attendant sat. Upon entering, the employee would give his number to the attendant and the time noted. If the toilet visit took longer than eight minutes, pay would be docked. The attendants were mostly disabled workers who supplemented their income by selling lottery tickets, cigarettes and sweets.<sup>60</sup>

Steel Awning: Located at the south-eastern corner of Foundry, a steel frame with open sides and a flat steel roof.

Supply Division Receiving Section Depot: Timber-framed shed with a skillion roof structure and a concrete slab floor. There were three, nine-pane timber-framed windows to the south elevation and asbestos cladding to walls and roof.

Brick Building: Located on the northern side of Montreal Road, opposite entrance to site. A rectangular brick building with hipped tiled roof, timber-framed window and timber doors. Stored telecommunications equipment.

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59 <http://www.mcc.murdoch.edu.au/midland/>

60 <http://www.mcc.murdoch.edu.au/midland/>

Concrete Structure: Located east of Store near Foundry, used for storage of gas bottles.

Old Tarpaulin Shop Shed: Rectangular corrugated-iron shed with flat roof.

Sewerage System (1904): Third Sewerage system constructed in WA, after Government House and North Fremantle.

Hydraulic Accumulator (1949): Operated hydraulic system in Flanging Shop.

Shunting Yard (1904): Main area for manoeuvring locomotives.

### **Assessment of significance**<sup>61</sup>

The following provides a summary of the significance levels and appropriate recommendations for conservation for buildings and site elements.

Generally buildings of exceptional significance not only are of exceptional aesthetic or architectural value but also contain items of significant equipment. Buildings of considerable significance do not contain significant equipment and have undergone greater adaptation over the time span of the workshops. Buildings of some significance may not be of great architectural value but have contributed in some way to the development of the workshops either through social, historic or scientific associations. Buildings of little significance have little heritage value but formed an integral part of the developing workshop site. For this reason no items have been assessed as intrusive as all have contributed to the working site.

The site has been altered over time with the introduction of new structures which relate to the industrial process but which in most cases individually are not of the same aesthetic value as the earlier buildings. Whilst together they represent the evolution of the site over time, the removal of some of these structures would not reduce the significance of the place.

**Exceptional Significance:** CME's Office (1904); Railway Institute (1912); Pattern Shop (1904); Powerhouse (1904, 1912); Electrical Shop (fmr Tarpaulin Shop, 1904); Block 1 (1904, 1912); Block 2 including Forge (1904, 1913); Block 3 (1904, 1913); Weighbridge (1904); Main Conduit (1904); Flanging Shop (fmr Paint Shop, 1910); War Memorial & Garden (1925)

**Considerable significance:** Gatekeeper's Office (fmr Receiving Shop, 1924); Time Keeper's Office (1924); Foundry (1904, 1912); Pattern Store Shop (fmr Tank Building & Electrical, 1904, 1922); Copper Shop (fmr Boiler House, 1904); Main Store (1904); Ambulance Room (fmr Receiving Office, 1904); Flagpole (WWI); Elevated Tank (1904); Compressed Air Tanks (1920s); Hot and Cold Wells; Underwater Coal Storage Dam (1895, 1947)

**Some Significance:** Extension to CME's Office (1963); Laboratory (1924); Works Management Centre (fmr Tools Shop, 1942); Canteen (1950); Recreation Hall (fmr Dining Room, 1941); Elements Shop (fmr Copper Shop, c.1910); Old Plating Shop (1946); Overhead Bridge (c.1966)

**Little Significance:** Apprenticeship Buildings; Safety Building; Panel Shop (former MRC Building); Ambulance Garage

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<sup>61</sup> Levels of significance taken from *Heritage Strategy for the Midland Central Redevelopment Area* (August 2004)

**Intrusive:** Nil

### **13.3 COMPARATIVE INFORMATION**

*Midland Railway Workshops* were created to maintain and construct steam locomotives, carriages, wagons, tracks, signals and station furniture for the Western Australian Government Railways. All States had railway workshops to construct and maintain their rail systems. These included: Eveleigh Workshops, Sydney; Ipswich Workshops, Queensland; Launceston Railway Workshops, Tasmania; Newport Workshops, Melbourne; and Islington Workshops, Adelaide.

As steam locomotive technology was phased out, many of the workshops established to build and maintain the locomotives became redundant. Most were closed or redeveloped in the 1970s and 1980s. Eveleigh and Launceston were completely shut down; the heavy industrial operations for Ipswich were moved to Redbank Workshops, Queensland; foundry operations were discontinued at Islington; and Newport underwent substantial alteration for electric and diesel operations, with the original sections closed.

Eveleigh Railway Workshops, the oldest intact large operating railway complex in NSW, contains fine examples of late 19th and early 20th century industrial building. Originally conceived in 1872, the site shows industrial development from the 1880s to the present day. The 19th century buildings display precisely detailed brickwork, strong period character and elegantly defined facades. The steel trussed roofs resting on cast iron columns in the locomotive and carriage workshops form two of the largest continuously covered 19th century industrial spaces in Australia. Eveleigh Workshops contain the last surviving 19th century technology relics such as the steam powered pumps which operate the hydraulic system in the locomotive shops, the massive guillotine, the steam powered air compressors and the massive Davey press. Individual machines such as rollers, stampers, the electric cams and early woodworking machinery are unique in a single industrial complex.

Ipswich Railway Workshop Complex, was the largest railway workshop in Queensland. It also possesses what is believed to be the last operating carriage/locomotive traverser in eastern Australia. The Complex dates from the late 19th and early 20th centuries and consists of a 22ha area containing an array of industrial structures such as workshops and a powerhouse. It is important as an example of an early 20th century railway workshop, which was regarded in its time as a model for the smaller decentralised workshops throughout Queensland. As a complex of several industrial brick buildings, the place has an aesthetic value due to the homogeneity of architectural style and building fabric, and the rhythm of the high wide arches aligned on either side of the central traverser tracks.

Launceston Railway Workshops contains individual buildings and groups of buildings developed from 1875 to the 1950s. The Tramways Workshops group of buildings provide evidence of the operations of the Launceston Municipal Tramways Workshops and the group of WWII Industrial Annexes provide evidence of the establishment of wartime industries in Launceston. The Main Workshop group, Diesel Workshops group and Traverser Alleyway are significant for providing evidence of a wide range of railway engineering techniques. The Carpenters Shop group, Blacksmith/Forge Shop, Paint Shop group, Fibreglass Shop group, Sheet, Panel and Wheel Shop group of

**Register of Heritage Places**

**Midland Railway Workshop**

**29 October 2010**

buildings, and the Foundry, are significant for providing evidence of early railway trades including blacksmithing, carpentry, boiler making, carriage and wagon construction and maintenance which are now rare. The Diesel Workshops group was Australia's first facility for the conversion of railways to diesel power. The Main Workshops (1923) construction of reinforced concrete is indicative of a high level of technical innovation at the Launceston Railway Workshops.

Newport Railway Workshops is a sprawling complex of buildings that served as the principal construction and maintenance workshops for the Victorian railway system for a century. The original workshops were built in 1888, and modelled on the best British railway workshops. Flanking a central Italianate clock tower, the two main wings had masonry external walls and a primary internal structure of steel and cast iron. Timber was used only in well-detailed trussed roof purlins and rafters. Coincident with this central complex, a large tarpaulin shop was constructed. As the tarpaulins had to be hung inside the shop, the roof of the building is high and the internal timber construction lavish. Most extensions were south lit sawtooth buildings, constructed to an apparently standard design. These had large open workspaces, good working light and were built extensively until at least the 1930s. Railway maintenance at Newport is now restricted to the newest buildings on the site and the bulk of the complex has been turned over to other uses.

Islington Railway Workshops was one of the most important industrial complexes in South Australia during the late 19th century. A major upgrade of equipment and processes in 1925-27 resulted in the Islington Railway Workshops being reinstated as one of the major engineering workshops in the Southern Hemisphere and one of South Australia's most significant industrial complexes. The Workshops Group is significant for its continuity of use as a railway engineering complex from 1891 to the present. The six buildings in the Workshops Group reflect a relatively uniform architectural style and method of construction, including sandstone and brick quoins and dressings, gabled galvanised iron roof and windows featuring arched heads with a keystone. The workshop buildings in particular illustrate a utilitarian style of construction typical of engineering workshops of the period, with brick pilasters to provide relief to the external walls, double timber doors, large open internal spaces and exposed timber trusses.

Railway Workshops, Rockhampton, Qld includes the roundhouse, workshop buildings, tracks and other buildings, spread over a large area. The Rockhampton Roundhouse is significant as the only example of a full circle roundhouse constructed in Queensland, and, as one of only two examples still extant in Australia, it is significant as a rare example of this type of structure. The building consists of stalls in a covered environment, inspection pits, centrally located locomotive turning facility, storage roads radiating from a central point, and boiler washout facility. With steel frames, concrete floors and corrugated iron cladding, the former machine shop and the former electricians' shop are significant as examples of standard Queensland Railway designs. The former carriage repair shop and the former paint shop have timber columns, steel roof trusses, corrugated galvanised iron cladding and concrete floor.

Each State in Australia had its own railway workshops, and *Midland Railway Workshops* is representative of Australian major sites of railway construction and maintenance.

#### **13. 4 KEY REFERENCES**

'Conservation Policy: Midland Railway Workshops, Midland WA' prepared by Rosemary Rosario and Philip McAllister, Heritage Architects, with Wendy Brady, Historian, and Oline Richards, Research and Heritage Conservation Consultant, for the Central Midland Planning Taskforce in March 1994

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'Heritage Strategy: Midland Central Redevelopment Area' (draft), prepared for Midland Redevelopment Authority by Heritage and Conservation Professionals, in November 2001

'Midland Railway Workshops Foundry: Conservation Plan' prepared by Nerida Moredoundt and Julie de Jong, Palassis Architects, with Wayne Moredoundt, Historian, and Godden Mackay Logan, Industrial Archaeologist, for Midland Redevelopment Authority in March 2005

'Midland Railway Workshops, Perth: Heritage Assessment and Conservation Strategy' prepared by Don Godden of Godden Mackay for Australian Railway Historical Society (WA) in December 1992

Murdoch University, 'Midland Railway Workshops: An Interactive Oral History', <http://wwwmcc.murdoch.edu.au/midland/> [visited 15 May 2006]

Watson, Lindsay, *The Railway History of Midland Junction* (Swan View, WA: L & S Drafting in conjunction with Shire of Swan and the Western Australian Light Railway Preservation Association, n.d. [c. 1995])

#### **13. 5 FURTHER RESEARCH**

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**MIDLAND**  
REDEVELOPMENT  
AUTHORITY

***ANNUAL REPORT***  
***2005***

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## **Statement of Compliance**

Hon. Alannah MacTiernan BA LLB B Juris JP MLA  
Minister for Planning and Infrastructure  
13<sup>th</sup> Floor, Dumas House  
2 Havelock Street  
WEST PERTH WA 6005

Dear Minister

In accordance with Section 66 of the *Financial Administration and Audit Act 1985*, we hereby submit for your information and presentation to Parliament the Annual Report of the Midland Redevelopment Authority for the year ended 30 June 2005.

This report has been prepared in accordance with the provisions of the above Act.

Yours sincerely



Dr Fred Affleck  
CHAIRMAN



Phil DiMasi  
DEPUTY CHAIRMAN

30 August 2005

## Mandate

The Midland Redevelopment Authority (MRA) is established under the *Midland Redevelopment Act 1999* (the Act) and is responsible to the Minister for Planning and Infrastructure. The MRA commenced operations on 1 January 2000.

As provided by the Act, the functions of the MRA are to plan, undertake, promote and coordinate the development and redevelopment of land in the defined redevelopment area. The MRA is required to prepare and keep under review a Redevelopment Scheme for the area and to control developments in the area. For these purposes the Act gives the MRA powers to deal in land and other assets and to undertake works in the area.

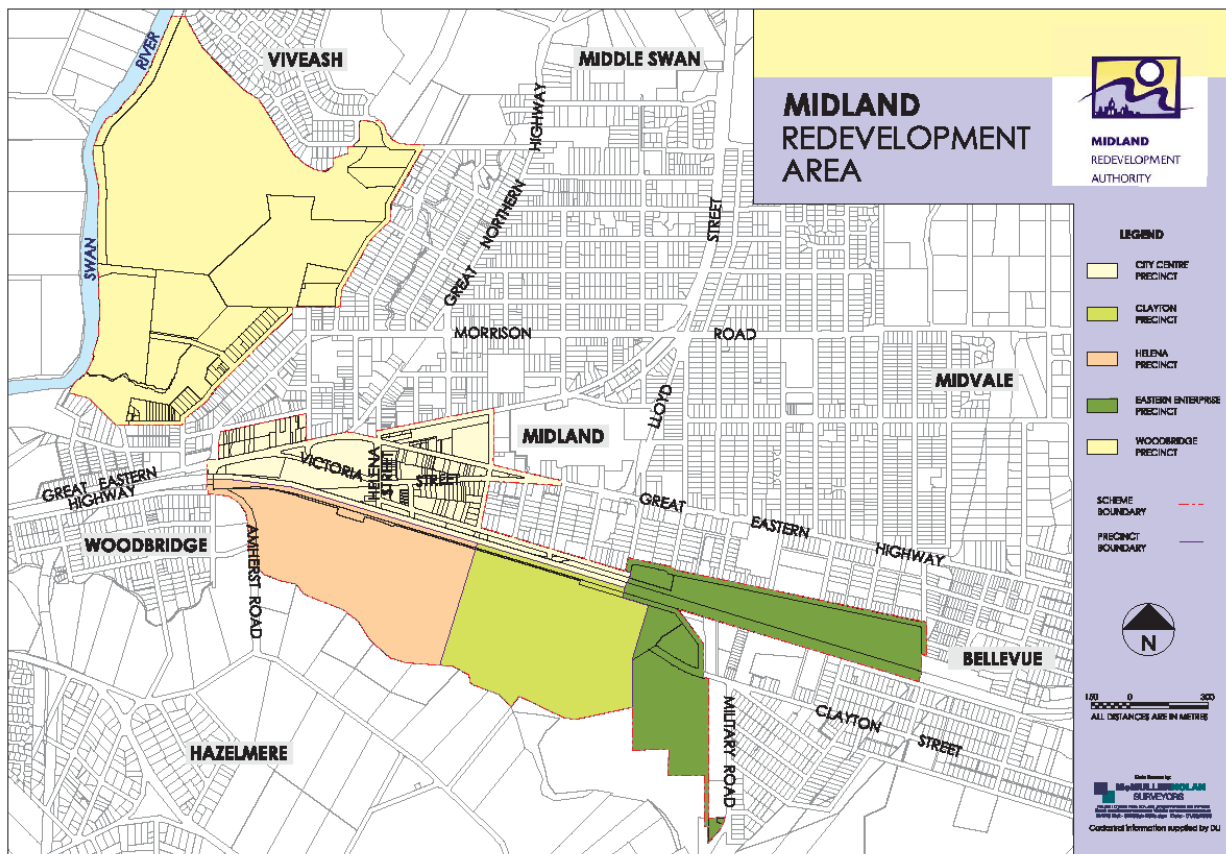
The MRA is also subject to the *Financial Administration Audit Act 1985* and other relevant State legislation not specially provided for under the Act. It must also comply with all accountability and reporting requirements of the State Government.

## The Midland Redevelopment Area

The Redevelopment Area is defined in Schedule 1 of the Act and covers an area of about 256 hectares in two parcels of land.

The northern section, located in West Midland and known as Woodbridge, abuts the Swan River and covers the Ray Marshall Park and adjacent areas.

The other land parcel is known as Midland Central and covers part of the town centre, the Railway Workshops site and the WA Meat Industry Authority saleyards.



## ***The Year at a Glance***

### **Achievements**

- Investing a further \$16.799 million in infrastructure works, including completing Stage 1 of the first residential subdivision (Woodbridge Lakes), constructing various commercial lots and completing further remediation of the WA Police Service site.
- Land sales totalling \$16.941 million, including the sale of a 4.27 ha bulky goods site on Clayton Street which set a new benchmark for commercial land values in Midland. A trading profit for the year of \$9.982 million, enabling the net debt target of \$31.143 million to be met.
- Approving 27 Development Applications with a total construction value of more than \$30 million.
- Successful celebrations of the Centenary of the Workshops, culminating in the naming of the Railway Workshops as a Western Australian heritage icon and the restoration and adaptation of the former Timekeeper's Office to create the Railway Workshops Interpretive Centre.

### **Setbacks**

- As was the case last year, the MRA's plans to release another 1.8 ha of land in Clayton Precinct on the eastern end of the redevelopment area adjacent to the existing Harvey Norman development were delayed by the WA Meat Industry Authority's relocation from the site not progressing as anticipated.
- The Midland Train Station and its environs presents a major urban design/renewal opportunity that the MRA has not yet fully grasped. In the coming year the MRA will increase its commitment to work with the precinct's major stakeholders to find a financially feasible development approach to revitalise this major site.

### **Issues**

- A major challenge for the MRA since its inception has been to create 'dress circle' real estate in Midland. The successful sale of Woodbridge Lakes Stage 1 and the early DAs received for the lots indicate that the goal of attracting high quality housing investment in Midland is well on the way to being realised.
- Most of the high value heritage buildings are located in the Helena precinct. The MRA is in the process of creating the concept of a Workshops Village in this area that integrates residential uses, significant public spaces, a rail heritage centre, a creative industries cluster and education facilities by adapting the heritage buildings and creating new development sites on adjacent vacant land.

## Financial Indicators

<b>Indicator</b>	<b>2005/06 \$Million Estimated</b>	<b>2004/05 \$Million Actual</b>	<b>2004/05 \$Million Estimated</b>
Land sales	14.613	16.941	18.179
Other revenue	0.303	0.657	0.315
Trading profit	4.534	9.982	3.790
Capital works	11.835	16.799	13.033
Total borrowings	28.199	30.823	28.550
Debt servicing costs	1.749	1.814	1.758

## Highlights of the Year

- Completing Stage 1 of the Woodbridge Lakes residential subdivision and bringing 29 single residential lots to market, with all 13 in the first release sold at auction.
- Construction of five other lots – one large format retail, one commercial and three mixed-use lots.
- 27 development applications approved with a total construction value of more than \$30 million.
- The announcement of a \$14.245 million State Government capital works allocation for the restoration of key Railway Workshops heritage buildings.
- Substantial progress made on plans for an integrated Workshops Village comprising an education precinct, a rail heritage centre and commercial and residential development.
- The sale of a 4.27 ha bulky goods site on the corner of Clayton and Lloyd Streets for \$11.771 million, a new benchmark for a greenfields site in the area.
- Publication of *Midland Metro Concept Plan 2010* report and summary brochure.
- Public art installations in Coal Dam Park, Woodbridge Lakes and the city centre.
- The restoration and fitout of the Railway Workshops Interpretive Centre, and the creation of a heritage walk leading from the centre to the main Workshops buildings.
- Celebrating the centenary of the Railway Workshops with a number of events and activities including an Open Day, the dedication of Stage II of the Workers' Wall and a *Tribute to Paul Robeson* picnic concert attended by 3000 people.
- The Railway Workshops being named a Western Australian heritage icon in recognition of the site's social and economic contribution to the State's development.
- Completing the remediation of the WA Police Service site.
- The release of the MRA's comprehensive heritage strategy that guides all work on the Railway Workshops site.

## ***Vision***

**Midland as a vibrant regional centre with a strong sense of identity, recognised for its cultural diversity and growing opportunities in commerce, education and the arts.**

## ***Mission***

**Revitalising Midland.**

## ***Objectives and Functions***

The MRA operates under the following guiding objectives for the overall project to realise its vision for Midland:

- Revitalise Midland and strengthen it as a strategic regional centre
- Integrate development to ensure maximum benefits for the city and the community
- Maintain and enhance environmental, social, heritage and cultural values within and around the redevelopment area
- Invest responsibly for sustainable economic outcomes.

As an agency in the portfolio of Planning and Infrastructure, the MRA is committed to enriching the quality of life for all Western Australians through sustainable communities. The MRA works with the community to deliver integrated land and transport infrastructure and services for sustainable growth.

## **Chairman's Report**

Five years after the MRA began work, Midland is going through a remarkable renaissance. There is significant activity in all four precincts of the Midland Central redevelopment area.

In the city centre the mixed-use subdivision in The Crescent is sold out and Juniper Gardens is nearing completion. On the Workshops site only a few lots remain in Stage 1 of Woodbridge Lakes, the premium residential area, and another 54 will be brought to the market by the end of 2005. A \$14.25 million heritage conservation project is underway to give several Workshops heritage buildings another 100 useful years and facilitate more investment in an integrated Workshops Village.

In Clayton precinct the biggest WA Police Service complex in the State is taking shape. A total of 1000 police employees will be relocated in Midland by the end of 2008. Nearby in the large format retail precinct on the corner of Lloyd and Clayton Streets, one of Australia's largest Harvey Norman stores is trading strongly. When completed this area will be Perth's premier bulky goods shopping destination. On the eastern edge of the Workshops, planning is underway for the land to be vacated by the WA Meat Industry Authority.

The MRA has completed a third of the allotted 15 years for the redevelopment of Midland and is more than halfway towards one of its principal goals – creating 4000 jobs to replace those lost when the Workshops closed. Total Government and private sector investment in the area now totals several hundred million dollars and rises every day.

In the last few years planning for Perth's future has moved ahead rapidly. Projects like the Midland urban renewal have come to the forefront as examples of how best to develop under-utilised land along the main transport corridors.

However, it's not all about land sales and buildings. There are superb, creative art works throughout the site that reinforce Midland's unique character and sense of cultural identity and heritage. Like all good public art, they liven up the streetscapes and are popular with the community.

While there is still a lot to be done, the last 12 months have seen excellent progress.

I congratulate the two City of Swan Board members, Cr Charlie Zannino and Cr Joe Marino, on their reappointment to the MRA. Their contribution, and that of Philippa Rogers and Phil DiMasi, is highly valued and ensures the continued stability of the Board.

My sincere thanks go to our hard-working Minister Alannah MacTiernan, and Midland MLA Michelle Roberts for their guidance and support, and to the committed and highly productive MRA staff and consultant team who set new standards of excellence every year.



Dr Fred Affleck  
CHAIRMAN

## **Board**

The MRA has five Board members, three nominated by the Minister for Planning and Infrastructure and two nominated by the City of Swan. This close connection with the City of Swan reflects a genuine partnership between the MRA and the City for the revitalisation of Midland.

The members represent a broad spectrum of knowledge and experience in fields appropriate to the activities of the MRA. Current Board Members are Dr Fred Affleck (Chairman), Mr Phil DiMasi (Deputy Chairman), Cr Charlie Zannino, Cr Joe Marino, and Ms Philippa Rogers.

### **Dr Fred Affleck, Chairman**

Dr Affleck is a transport expert with a strong industry and academic background. He is Professor of Transport Studies at Murdoch University and Director of the Planning and Transport Research Centre.

Dr Affleck has held public service, senior management and consulting roles in NSW, Victoria, South Australia and WA. He is a member of the National Council of the Australasian Railway Association Inc, a Fellow of the Australian Institute of Company Directors and a Fellow of the Chartered Institute of Logistics and Transport.

### **Mr Phil DiMasi, Deputy Chairman**

Mr DiMasi was born in Midland and completed his secondary education there. He has been involved in the building industry for many years and is the founder and Managing Director of Ventura Homes.

Mr DiMasi has served on the board of the executive council of the Housing Industry Association and is a member of the Master Builders Association and the Australian Institute of Management.

### **Ms Philippa Rogers**

Ms Rogers is a local government heritage officer and advocate for rail heritage, with extensive knowledge of WA railways history. Her publication on WA railways in World War II, 'Troops, Trains and Trades', is regarded as a definitive work on the contribution of rail - particularly the Midland Railway Workshops, including female workers - to the State's war effort.

Ms Rogers is also treasurer of Rail Heritage WA, a committee chair of the National Trust and a member of other historical societies and several Midland community groups.

### **Cr Charlie Zannino**

Cr Zannino owns and operates a vineyard in the Swan Valley and has business interests there, in Midland and Belmont. He was first elected to council in 1987, was Shire President from 1991 to 1993 and Mayor from May 2001 to May 2003.

### **Cr Joe Marino**

Cr Marino is an accountant with extensive experience in the public sector. He is an officer in the Department of Premier and Cabinet, and was first elected to council in 1997.

Cr Marino is a Board member of the Swan Chamber of Commerce, Chairman of the Eastern Horizons Taskforce and holds office in several other community groups including the Swan Aged Persons Home Trust and the Swan City Youth Service.



## Organisational Structure

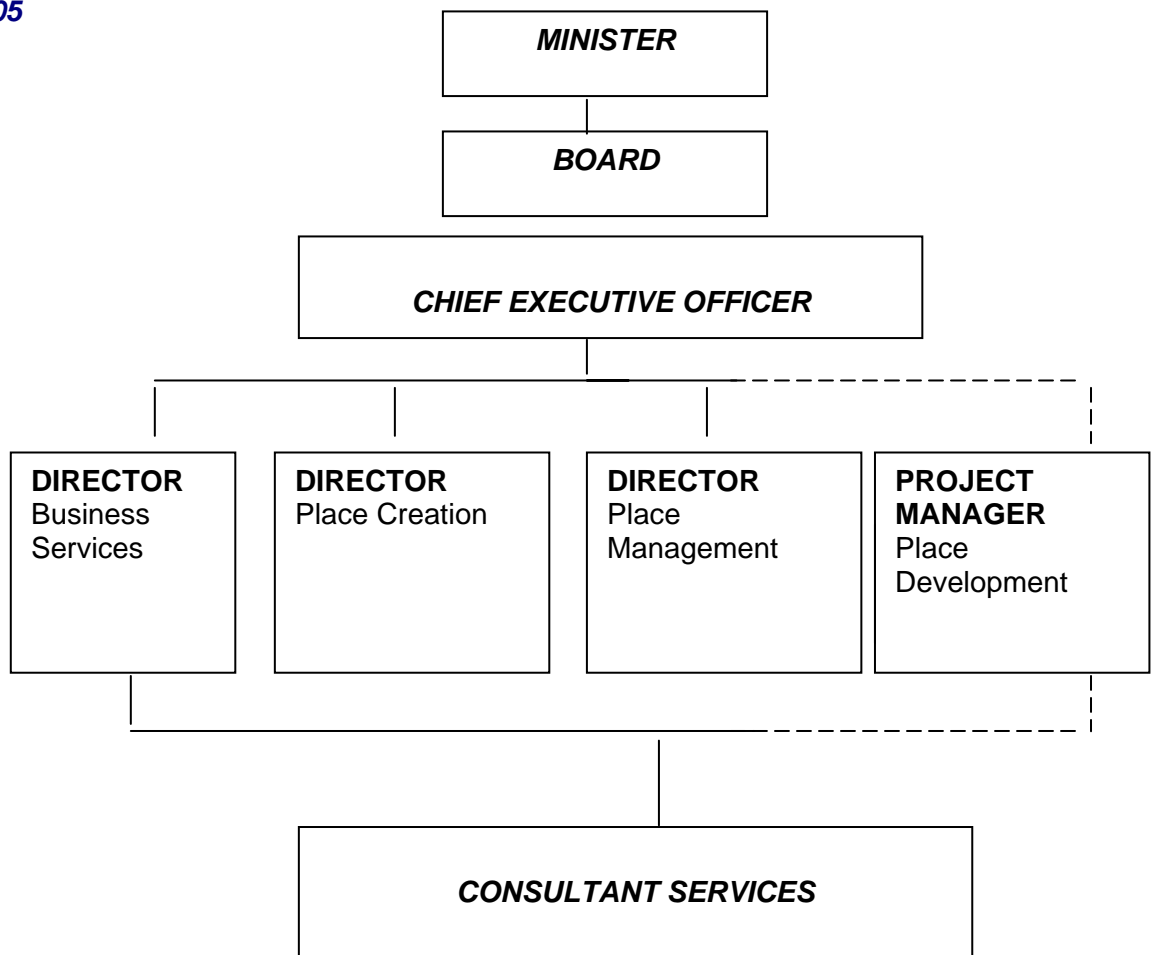
The Chief Executive Officer administers the day-to-day operations of the MRA and has prescribed delegated authority for particular management decisions. With the exception of the Chief Executive Officer, the MRA employs no staff directly; support is provided by staff seconded from other State Government agencies or on contract terms and by consultants. At 30 June 2005, seven staff were on secondment and one on contract to the MRA.

The organisation supporting the MRA has been structured to reflect its functional programs. The operating sections of the MRA are:

- Place Creation
- Place Development
- Place Management
- Business Development

Below is a diagram of the MRA's current organisational structure.

### Organisation Chart June 2005



The Chief Executive Officer is Kieran Kinsella.

The MRA staff for 2004/05 were:

Director Business Services	Chris Porter
Director Place Creation	Megan Bartle
Director Place Management	Kim Hutchinson
Management Accountant	John Segui (part year)
Planning Manager	Cath Blake-Powell
Business Support Officer	Nicole Carey
Executive Assistant	Marina Hodda (part year)
Customer Service Officer	Christine May

Key consultants as at 30 June 2005 were:

Project Management	Clifton Coney Group
Heritage	Heritage & Conservation Professionals
	Palassis Architects
Environment	ENV Australia (to May 2005)
	ATA Environmental (from May 2005)
Engineering	Wood & Grieve Engineers
Landscaping	Tract (WA) Pty Ltd
Accounting Services	Ernst & Young
Audit Services	Internal Audit – Ernst and Young
	External Audit – Office of Auditor General
Public Relations	Roberts Thorn Consulting

## **Chief Executive Officer's Report**

The MRA's mission is to revitalise Midland. This is the ultimate goal of the activities we call Place Making, which bring together the professional disciplines of business planning, land acquisition, urban design, architecture, economics and other related areas to develop the vision and planning framework for the development of land in the redevelopment area.

Fine-tuning of master plans through consulting with the community is an important part of Place Making and ensures understanding and acceptance of the planning outcomes.

Four *Key Result Areas* (KRAs) combine to deliver the MRA's Place Making activities – Place Creation, Place Development, Place Management and Business Services.

- **Place Creation**

Place Creation translates the vision for the redevelopment area into the detailed planning program that prepares and delivers land for development. It shapes the physical outcomes of the Midland redevelopment project and provides integrated, sustainable development solutions for each distinct parcel of land.

Key outcomes in 2004/05 included the gazettal in February 2005 of the consolidated Redevelopment Scheme for the whole redevelopment area, significant progress on the Swan Regional Riverside Park masterplan project (with the City of Swan), the transit-oriented development project around the Midland rail station and the Rail Heritage Centre project.

Work also progressed on the Midland education precinct, including investigating the potential for a rail training facility. A conservation plan for the Foundry, proposed for use by creative industries, was completed in March 2005.

The MRA Board adopted a sustainability statement and action plan in February 2005.

A community-led management plan for the Helena River parklands made progress, with the MRA sponsoring three local schools to propagate indigenous trees for restoration works along the river banks.

Preliminary approval was gained for Woodbridge Lakes Stage II (another 52 single residential and three mixed-use lots).

Design guidelines were prepared for Woodbridge Lakes, the large format retail area in Clayton precinct and City Centre East.

During the year the MRA approved 27 development applications with a total construction value of \$30,182,879. These included the WA Police Service forensics building, a community housing project, mixed-use developments in The Crescent, the medical centre in The Crescent and Woodbridge Lakes Stage 1 housing.

Other achievements included publication of *Midland Metro Concept Plan 2010* report and summary brochure, public art installations in Coal Dam Park, Woodbridge Lakes and the City Centre, the restoration and fitout of the Railway Workshops Interpretive Centre and detailed design development for the Workshops Village.

- **Place Development**

Place Development implements the detailed plans for the land being redeveloped and prepares the product for the market. This includes the environmental remediation, infrastructure, subdivision works and development control required to prepare and develop the land for sale.

Projects valued at \$16.66 million were undertaken during the year, with most completed by 30 June 2005. On the Workshops site the Interpretation Centre was refurbished and fitted out, stage 1 of an irrigation upgrade completed and the remediation and Stage 1 of the Woodbridge Lakes residential subdivision was completed and 29 single residential lots brought to market. Five other lots were constructed – one large format retail, one commercial and three mixed-use lots.

The remediation of Woodbridge Lakes Stage II and the western part of Workshops Village was completed, and construction begun of Stage II (52 lots).

Some Workshops buildings of little heritage significance were demolished. The remediation of the eastern section of Helena precinct is awaiting approval by the Department of Environment and will proceed during the coming year.

In the city centre, work was substantially completed on the Juniper Gardens mixed-use subdivision in The Crescent, including the public open space to be named after renowned artist Robert Juniper.

In Clayton precinct, remediation was completed of the remainder of the WA Police Service site and of the large bulky goods site on the corner of Lloyd Street and Clayton Street sold during the year. A large lot next to the new Harvey Norman store on the opposite corner was also remediated and was being prepared for sale.

- **Place Management**

Place Management fosters and promotes the growing new community. It involves managing the MRA's assets and developing initiatives to realise opportunities in commerce, education and the arts in the Midland area.

The goal of Place Management is to activate the MRA's buildings and public spaces to attract new economic and enterprise initiatives, enhance cultural diversity and make the city a vibrant, interesting and welcoming place.

In 2004/05 a new security contract was tendered and new organisation appointed to manage security on the Railway Workshops site. This contract together with several safety initiatives has assisted the MRA to reduce risk on the site.

New landscape contractors were appointed to maintain the MRA's landscaping assets and a new bore commissioned to supply water to the landscaped areas. The MRA reuses storm water on the Railway Workshops site to augment underground water supplies used for reticulation.

The MRA again sponsored the National Review of Live Art at the Railway Workshops and the annual Winterfest youth festival.

The centenary of the Midland Railway Workshops was celebrated with a number of events and activities including an Open Day, the dedication of Stage II of the Workers' Wall and a *Tribute to Paul Robeson* picnic concert.

The restored Time Keeper's Office is now the Railway Workshops Interpretive Centre and provides tours of the Railway Workshops several days a week. A heritage walk trail leads from the centre to the main heritage buildings and features, with interpretive panels to identify significant points of interest for visitors.

Several organisations used the Workshops for functions and special events. The MRA supported local media and arts students by allowing use of the Railway Workshops to produce films, videos and plays.

The MRA completed extensive condition reports on several of the heritage buildings in preparation for their restoration.

The MRA's public art continues to attract interest and is increasing popular with tourists and visitors to the region. Stage II of the Workers Wall project saw additional art works integrated into new wall panels. Together with the Railway Workshops Interpretive Centre, opened in April, the Railway Workshops and the Midland city centre are becoming a significant cultural tourism destination.

- **Business Services**

Business Services provides administrative and financial support for the MRA's internal and external customers.

The Business Services Directorate manages the commercial operations of the MRA, including the procurement and development for sale of the MRA's residential and commercial land holdings. It also aims to maximise commercial opportunities for the MRA's existing buildings.

The MRA was successful in several residential, mixed use and commercial land sales in 2004/05. In central Midland the MRA's first release of 13 mixed-use lots were all sold and settled at prices well above reserves. The buyer of the first commercial site in central Midland (settled in February 2005) was a consortium proposing to develop a major health services facility, in line with the MRA's design guidelines for this precinct.

In December 2004 the MRA's release of commercial land by public tender resulted in competitive tender bids and a price well over the forecast reserve. The developer, Midland Central Pty Ltd, proposes a large format retail complex on the southwest corner of Lloyd and Clayton Streets at the eastern end of the Railway Workshops site. The project will create up to 150 new jobs, with the consortium investing more than \$20 million in new facilities.

A major success for the MRA was the release of its Woodbridge Lakes residential development with 29 lots offered for sale early in 2005. The Woodbridge Lakes residential development, on the western end of the former Railway Workshops site, includes several areas of public open space. At 30 June 2005, 20 of the 29 lots in the subdivision had sold.

During the year the MRA continued negotiations with the WA Meat Industry Authority for the acquisition of their Crown Reserve site, Lot 14240, located on the northern side of Clayton Street. A sale agreement was reached between the parties and the Department for Planning and Infrastructure following an agreed valuation for the 1.7 hectare site, and settlement will occur in November 2005. The acquisition of the property will consolidate the MRA's land holdings in its Eastern Enterprise precinct and provide improved development opportunities in this area.

In June 2004 the MRA reached agreement with the WA Police Service for the sale of a large parcel of land (approximately 16 hectares) on the Railway Workshops site. The agreement will provide sufficient land to allow the completion of the WA Police Service Operational Support Facility.

External providers delivered a range of necessary corporate support services during the year. The previously outsourced contract for key accounting bureau services managed by Ernst and Young ceased on 30 June 2005, with additional MRA staff resources providing these services in the future. Advice provided by firms including Jackson McDonald, Minter Ellison, the State Solicitor's Office and Watts and Woodhouse met requirements for legal services.

## **Other Legislation**

In all its programs and their delivery, the MRA recognises the right of access of the community and of individuals to services, opportunities and the Government decision-making process. It is mindful of its community service obligations and takes into consideration the impact of its programs on all groups, including disadvantaged groups within the community.

The MRA is aware of its obligations under such acts as the *Disability Discrimination Act 1992* and the *WA Disability Services Act (1993)*. It gives close attention to disabled access in the design of refurbished and new buildings and in landscaping public areas, and to current transport access code requirements.

The financial administration of the MRA has complied with the requirements of the *Financial Administration and Audit Act 1985* and associated Treasurer's Instructions.

In 2004/05 the MRA complied with the following legislation:

- *Government Employees Superannuation Act 1987*
- *Occupational Health, Safety & Welfare Act 1984*
- *Official Corruption Act 1988 (a nil report was filed for the year)*
- *Principles, procedures and policies of public administration and management were applied in accordance with the Act and regulations. The MRA has developed a code of conduct to ensure it operates within the Government's Code of Ethics*
- *State Supply Commission Act 1991*
- *Workers Compensation and Injury Management Act 1981*
- *Industrial Relations Act 1979*
- *Aboriginal Heritage Act 1972*
- *Heritage of Western Australia Act 1990*
- *Public Sector Management Act 1994*
- *Environmental Protection Act 1986*
- *Swan River Trust Act 1988*
- *Water and Rivers Commission Act 1995*

## **Reporting Requirements**

### **Midland Redevelopment Act 1999 Section 21 (3)**

Section 20(3) of the Act requires Ministerial approval for the MRA to enter into contracts with a value in excess of \$1,000,000. In accord with Section 21(3) of the Act all such ministerial approvals under Section 20(3) are required to be reported in the annual report. There were three such contracts in 2004/05:

- August 2004 - Woodbridge Lakes stage 1 subdivision works, Sector 11C & 12, awarded to Works Infrastructure for \$2,464,671 + GST
- November 2004 - City Centre East subdivision works awarded to Ertech Pty Ltd for \$1,456,251 + GST
- April 2005 - Woodbridge Lakes stage 2 subdivision works for Sector 11C & 12, awarded to Works Infrastructure for \$2,747,163 + GST.

### **Community Outcomes**

The MRA has a Customer Service Charter that reflects its commitment to ensure the redevelopment has maximum benefits to the city and its community.

The MRA has a Disability Services Plan approved by the Disability Services Commission.

### **Advertising and Sponsorship**

Expenditure incurred by the MRA during 2004/05 in relation to Section 175ZE of the *Electoral Act 1907* was as follows:

Advertising agencies	
- Gatecrasher	\$141,972
Market research organisations	Nil
Polling organisations	Nil
Direct mail organisations	
- Lasermail	\$3,235
Media advertising organisations	
- Marketforce Productions	\$198,383

### **Waste Paper Recycling**

The MRA uses Specialised Security Shredding for waste paper removal. The contractor collects all grades of paper except cardboard. The collection and destruction of confidential material is included in this contract.

### **Energy Smart Government Policy**

As the MRA has less than 25 FTEs, no report is required on the performance of energy saving initiatives against the Energy Smart Government policy objectives. However, the MRA is aware of the objective and makes every effort to save energy by ensuring minimal use of lights, heating and other appliances in its offices.



## **Evaluations**

The MRA did not undertake any program evaluations in the 2004/05 financial year.

## **Recordkeeping**

The MRA has in place an efficient and effective recordkeeping system that is reviewed in accord with the requirements of the State Records Commission Standard 2. The system is due for evaluation in 2005/06.

The MRA conducts a recordkeeping training program for new staff as part of an induction program that addresses employees' roles and responsibilities in complying with the recordkeeping system.

## **Sustainability**

The MRA Board approved the MRA's Sustainability Action Plan in December 2004. Since then a number of initiatives have been progressed at both a strategic and operational level in order to align business activities with the Government's sustainability aspirations.

It has been a refreshing process, given the finding that a lot of MRA activities and successes appear to be well within the sustainability framework defined by the Sustainability Code of Practice.

The MRA's Sustainability Action Plan is ordered according to the three key sustainability principles:

1. Planning reporting and decision-making are conducted in accordance with sustainability principles
2. Agency operations support sustainability
3. Public sector employees are encouraged and empowered to support sustainability.

Within these three categories there are 49 specific actions relevant to the MRA's business. Responsibility for the actions has been allocated according to business units and timeframes set to achieve these actions. The MRA's performance according to the principles at 30 June 2005 is:

<b>Principle</b>	<b>Total actions</b>	<b>% Completed</b>	<b>% Commenced or on-going</b>	<b>% To be started by end 2005</b>
Principle 1	18	21	58	21
Principle 2	19	5	90	5
Principle 3	12	8	58	34

The framework applies responsibility to each action and allows ease of discussion of the MRA's sustainability performance at senior management meetings.

## ***Corruption Prevention***

The MRA is developing corruption prevention policies for risks associated with corruption and misconduct, particularly to do with the tendering process. These policies will be incorporated in the MRA risk management program and staff induction practices will be revised to make sure new staff are aware of their responsibilities.

## ***Freedom of Information***


The MRA is subject to the *Freedom of Information (FOI) Act 1992*. Chris Porter, Director Business Services is appointed Freedom of Information Coordinator and is the initial recipient of requests for information under the Act.

There were no FOI requests in the year under review.

## ***Statement of Compliance with Public Sector Standards***

1. In the administration of the Midland Redevelopment Authority, I have complied with the Public Sector Standards in Human Resource Management and the Western Australian Public Sector Code of Ethics.
2. I have put in place procedures designed to ensure such compliance and conducted appropriate internal checks to satisfy myself that the statement made in 1. above is correct.
3. The applications made for breach of standards review and the corresponding outcomes for the reporting period are:
  - Number lodged: *Nil*
  - Number of breaches found, including details of multiple breaches per application: *Nil*
  - Number still under review: *Nil*.
4. The MRA has appointed Chris Porter, Director Business Services as a Public Interest Disclosure officer and has established internal procedures relating to the MRA's obligations under the *Public Interest Disclosure Act 2003*. The MRA is aware of its obligation to provide protection for people who make a public interest disclosure and the outcome of that assessment

No public interest disclosures were made during the year in review.



Kieran Kinsella  
Chief Executive Officer

30 August 2005

## ***Certification of Performance Indicators***

We hereby certify that the performance indicators are based on proper records, are relevant and appropriate for assisting users to assess the Midland Redevelopment Authority's performance, and fairly represent the performance of the Midland Redevelopment Authority for the financial year ended 30 June 2005.



Dr Fred Affleck  
Chairman



Phil DiMasi  
Deputy Chairman

30 August 2005



## AUDITOR GENERAL

### INDEPENDENT AUDIT OPINION

To the Parliament of Western Australia

### MIDLAND REDEVELOPMENT AUTHORITY PERFORMANCE INDICATORS FOR THE YEAR ENDED 30 JUNE 2005

#### **Audit Opinion**

In my opinion, the key effectiveness and efficiency performance indicators of the Midland Redevelopment Authority are relevant and appropriate to help users assess the Authority's performance and fairly represent the indicated performance for the year ended 30 June 2005.

#### **Scope**

##### *The Board's Role*

The Board is responsible for developing and maintaining proper records and systems for preparing performance indicators.

The performance indicators consist of key indicators of effectiveness and efficiency.

##### *Summary of my Role*

As required by the Financial Administration and Audit Act 1985, I have independently audited the performance indicators to express an opinion on them. This was done by looking at a sample of the evidence.

An audit does not guarantee that every amount and disclosure in the performance indicators is error free, nor does it examine all evidence and every transaction. However, my audit procedures should identify errors or omissions significant enough to adversely affect the decisions of users of the performance indicators.

D D R PEARSON  
AUDITOR GENERAL  
19 October 2005

## MIDLAND REDEVELOPMENT AUTHORITY

### Objective

To contribute, through the delivery of the Concept Plan, to:

- The revitalisation of Midland;
- The environmental rehabilitation of the area
- Expansion of the economic base for the area

### Performance Indicators

The Midland Redevelopment Authority (MRA) was set up to rejuvenate the land in the redevelopment area and to improve the strategic development of Midland as an important regional centre.

The MRA has made significant progress with obtaining the essential approvals from the various regulatory authorities including heritage and environmental approvals for certain precincts. This has resulted in the MRA achieving planning authority over these precincts which replaces City of Swan and WA Planning Commission town planning approval processes.

### Outcomes

#### 1. The revitalisation of Midland

##### ***Outcome - To improve the strategic development of Midland as an important regional centre***

The MRA has significant land holdings in Midland comprising the former Midland Railway Workshops site and areas within Midland town centre itself. The release of commercial land for sale continued in 2004/05 which will provide land to create significant investment in Midland and also generate employment opportunities during the construction phase of new developments as well as long term employment growth with new industries. The successful release of large format retail commercial land in 2003/04 was followed up in 2004/05 with a price well over the forecast reserve being achieved for a commercial land release of a large 42,754 square metre site for large format retail land uses on the former Midland Railway Workshops site. The project will create up to 150 new jobs, with the consortium investing more than \$20 million in new facilities.

In 2004/05 the MRA commenced its residential land sales program with its Woodbridge Lakes sub division. Following a successful auction on 19 February 2005 of all 13 lots offered for sale, a further 7 of the remaining 16 lots were sold by 30 June 2005. Following the 2003/04 commencement of the release of mixed use land (residential/commercial) a further successful auction occurred in 2004/05 with all 7 lots (2,161m<sup>2</sup>) sold in the Crescent Midland.

## Effectiveness Indicator - Land developed for sale

	Cumulative total as at 30/06/03 (m <sup>2</sup> )	Land Development 2003 / 04 (m <sup>2</sup> )	Land Development 2004 / 05 (m <sup>2</sup> )	Cumulative Total as at 30/06/05 (m <sup>2</sup> )	Total Land Available 30/06/05 (m <sup>2</sup> )	Cumulative % of Land Developed (m <sup>2</sup> )
Commercial: - In progress - Complete	0 21,832	146,400 536	25,434 190,901	171,834 213,269	406,000	42.3% 52.5%
Residential: - In progress - Complete	9,900 0	0 1,694	17,193 12,061	27,093 13,755	143,000	18.9% 9.6%
Total - In Progress - Complete	9,900 21,832	146,400 2,230	42,627 202,962	198,927 227,024	549,000	36.2% 41.4%

## 2. The environmental rehabilitation of the area

### *Outcome – The environmental rehabilitation of former industrial sites*

Documentation of an approved Public Environmental Review (PER) process for environmental remediation works for the Railway Workshops is currently being implemented. As the PER is the benchmark for effectively implementing the remediation, work will be measured against the approved conditions. All work has been carried out to the satisfaction of the Department of Environment in accordance with the PER documentation of the approved remediation works program.

### **Effectiveness Indicator – Sites investigated and extent of remediation completed**

Environmental investigations and clearances are required for all of the MRA's land holdings. Prior to its sub division and development any land affected by contamination must be investigated and remediated to the satisfaction of the Department of Environment.

	Cumulative total as at 30/06/03 (hectares)	2003/2004 (hectares)	2004/2005 (hectares)	Cumulative total as at 30/06/05 (hectares)
Area under investigation	70.76	1.332	0.0000	72.092
Area under remediation	1.85	12.6385	31.5863	46.0748
Remediation completed	1.85	12.6385	14.5178	29.0063

The MRA's total land holding comprised 72.092 hectares. The above table shows that in 2003/04 a total of 14.4885 hectares had received clearance by the Department of Environment with the remediation completed by 30 June 2004. Remediation works which commenced in 2004/05 in the MRA's Clayton Precinct covering a land area of 14.5178 hectares, were completed in May 2005. This means that a total of 29.0063 hectares have now been fully remediated since 2000. Planning for the remediation of the Helena East Precinct comprising of 17.0685 hectares of land is underway. The Helena East Precinct is deemed to be the most heavily contaminated area within the former Midland Railway Workshops.

### **3. Expansion of the economic base for the area**

#### **Outcome – Expansion of the economic base for the area**

The MRA is seeking to expand the economic base of the area by increasing the availability and quality of residential and commercial land. The preparation of residential and commercial sub divisions and the anticipated land sales should lead to increased population, improved employment opportunities and increase the level of economic activity in the area.

#### **Effectiveness Indicator - Sub division of land for development**

	2002/03		2003/04		2004/05		Cumulative Total	
	Commercial (No Lots)	Residential (No Lots)	Commercial (No Lots)	Residential (No Lots)	Commercial (No Lots)	Residential (No Lots)	Commercial (No Lots)	Residential (No Lots)
No. of sub divisions lots commenced	48	13	4	29	12	53	64	95
No. of Lots seeking clearance	Nil	Nil	Nil	29	Nil	Nil	0	29
No. of Lots finalised	Nil	Nil	5	13	1	29	6	42

The above table shows that the commencement of the 29 lot Woodbridge Lakes sub division occurred in 2003/04 and was completed in 2004/05 enabling the land sales program to commence in February 2005. In 2004/05 the MRA's Helena Precinct Sector 11C/12 sub division commenced comprising 53 residential lots and 3 commercial lots on the Midland Railway Workshops site. The MRA's Juniper Gardens 9 lot commercial development, in Midland town centre, also commenced in 2004/05.

#### **Effectiveness Indicator - Improvement in value of MRA land holdings**

The MRA has commenced the provision of infrastructure works on its sites leading to an increase in land value of these properties. With the planned land uses, as developed in the MRA's Concept Plan for the various sites, it is anticipated that a significant increase in value will be realised.

The table below provides Department of Land Information valuations of the MRA land holdings for the period 2000/01 to 2002/03 based on the land zonings prior to the introduction of the MRA's Redevelopment Scheme for each precinct. The valuation for 2003/04 and 2004/05 reflects the impact of the Redevelopment Scheme zonings on land values and the commencement of infrastructure works leading to the recently created sub divisions of Juniper Gardens (commercial), Woodbridge Lakes (residential) and Clayton (commercial).



Land Use	Original Valuation 2000/2001 (\$million)	Valuation 2001/2002 (\$million)	Market Valuation 2002/2003 (\$million)	Market Valuation 2003/2004 (\$million)	Market Valuation 2004/2005 (\$million)
All uses	14.150	20.085	23.250	34.710	48.346

Advice from the MRA's property consultants indicates that the introduction of the Redevelopment Scheme zonings in each precinct will lead to a several fold increase in land value with the associated infrastructure works to facilitate these new land uses.

#### **Efficiency Indicator - Planning application assessments**

Year	Number of assessments made	Average assessment period (days)	Statutory Requirement (days)
2001/02	Nil	Nil	60
2002/03	5	56	60
2003/04	8	57.25	60
2004/05	30	47	60

Although a significant increase in the number of development applications occurred in 2004-05, the average assessment period was reduced over prior years. However, a number of development applications exceeded the 60 day statutory requirement. These extended assessment periods were as a result of the development application assessment process requiring either applications to be publicly advertised for a statutory period of 30 days, involve referral to the City of Swan, need a determination by the MRA Board or were due to significant delays with the receipt of revised drawings from applicants.

In 2004/05 9 applications (30%) required an assessment process exceeding 60 days with an average assessment period of 89 days. Excluding these extended assessments the average assessment period for the remaining 21 applications (70%) was just 32 days.

#### **Efficiency Indicator - Comparison of administrative operating expenses per dollar of land sales and capital works during the year.**

This relates inputs to outputs to quantify how well MRA is using its resources and shows the dollar of administrative operating expenses per dollar of gross land sales made during the year and the dollar of operating expenses per dollar of capital works conducted during the year:

In 2003/04 the MRA completed its first land sale of a commercial lot to a consortium creating a large format retail complex in the Clayton Precinct. Further land sales occurred in late 2003/2004 with the delayed settlements and land sales revenues realised, in 2004/2005. This was due to the delays associated with the completion of sub divisions approvals and the associated issuing of land titles.

\$ per \$ of:	2000/01	2001/02	2002/03	2003/04	2004/05
Land sales	N/A	N/A	N/A	0.758	0.160
Capital Works	0.129	0.072	0.085	0.278	0.177

In 2004/05 the MRA commenced its residential land sales program and continued with its mixed use and commercial land releases leading to a significant increase in land sales revenue in comparison with 2003/04. This is reflected in the table which demonstrates that a significant reduction in the proportion of MRA operational expenditures to land sales resulted for 2004/05.

In 2004/05 the MRA had an increased level of capital works expenditures with a number of residential, mixed use and commercial sub divisions undertaken through the year. The above table shows that this increased activity resulted in a reduction on the ratio of operating expenses to capital works expenditures in comparison to 2003/04.

## **Certification of Financial Statements**

The accompanying financial statements of the Midland Redevelopment Authority have been prepared in compliance with the provisions of the *Financial Administration and Audit Act 1985* from proper accounts and records to present fairly the financial transactions for the year ending 30 June 2005 and the financial position at 30 June 2005.

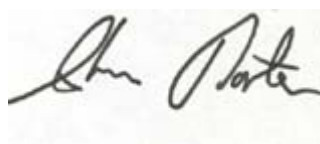
At the date of signing we are not aware of any circumstance that would render the particulars included in the financial statements misleading or inaccurate.



Dr Fred Affleck  
CHAIRMAN



Phil DiMasi  
DEPUTY CHAIRMAN



Chris Porter  
PRINCIPAL ACCOUNTING OFFICER

30 August 2005



## AUDITOR GENERAL

### INDEPENDENT AUDIT OPINION

To the Parliament of Western Australia

#### MIDLAND REDEVELOPMENT AUTHORITY FINANCIAL STATEMENTS FOR THE YEAR ENDED 30 JUNE 2005

##### **Audit Opinion**

In my opinion,

- (i) the controls exercised by the Midland Redevelopment Authority provide reasonable assurance that the receipt, expenditure and investment of moneys, the acquisition and disposal of property, and the incurring of liabilities have been in accordance with legislative provisions; and
- (ii) the financial statements are based on proper accounts and present fairly in accordance with applicable Accounting Standards and other mandatory professional reporting requirements in Australia and the Treasurer's Instructions, the financial position of the Authority at 30 June 2005 and its financial performance and cash flows for the year ended on that date.

##### **Scope**

###### *The Board's Role*

The Board is responsible for keeping proper accounts and maintaining adequate systems of internal control, preparing the financial statements, and complying with the Financial Administration and Audit Act 1985 (the Act) and other relevant written law.

The financial statements consist of the Statement of Financial Performance, Statement of Financial Position, Statement of Cash Flows and the Notes to the Financial Statements.

###### *Summary of my Role*

As required by the Act, I have independently audited the accounts and financial statements to express an opinion on the controls and financial statements. This was done by looking at a sample of the evidence.

An audit does not guarantee that every amount and disclosure in the financial statements is error free. The term "reasonable assurance" recognises that an audit does not examine all evidence and every transaction. However, my audit procedures should identify errors or omissions significant enough to adversely affect the decisions of users of the financial statements.

D D R PEARSON  
AUDITOR GENERAL  
19 October 2005

# **Midland Redevelopment Authority**

## **Financial Statements**

**30 June 2005**

**MIDLAND REDEVELOPMENT AUTHORITY**  
**STATEMENT OF FINANCIAL PERFORMANCE**  
*for the year ended 30 June 2005*

	Note	2005 \$	2004 \$
<b>REVENUE</b>			
<b>Revenue from ordinary activities</b>			
<i>Revenue from operating activities</i>			
Sales	2	16,941,551	2,943,971
Lease income		445,140	146,941
<i>Revenue from non-operating activities</i>			
Interest revenue		42,902	14,234
Other revenues from ordinary activities	3	169,455	151,214
		<u>17,599,048</u>	<u>3,256,360</u>
<b>EXPENSES</b>			
<b>Expenses from ordinary activities</b>			
Cost of sales and other selling costs	2	7,414,793	1,678,939
Employee expenses	4	599,350	581,737
Supplies and services	5	333,218	303,651
Depreciation expense	6	28,633	55,913
Borrowing cost expense	7	333,187	263,179
Accommodation expenses	8	100,344	26,719
Members allowances		51,454	41,642
Property maintenance	9	873,378	661,495
Carrying amount of non-current assets disposed of	10	4,096	-
Other expenses from ordinary activities	11	1,438,714	474,766
		<u>11,177,167</u>	<u>4,088,041</u>
<b>Profit/(loss) from ordinary activities before grants and subsidies from State Government</b>		6,421,881	(831,681)
Grants and subsidies from State Government	12	-	675,000
		<u>6,421,881</u>	<u>(156,681)</u>
<b>NET PROFIT/(LOSS)</b>			
<b>Total changes in equity other than those resulting from transactions with WA State Government as owners</b>		<u>6,421,881</u>	<u>(156,681)</u>

The Statement of Financial Performance should be read in conjunction with the accompanying notes.

**MIDLAND REDEVELOPMENT AUTHORITY**  
**STATEMENT OF FINANCIAL POSITION**  
*for the year ended 30 June 2005*

	Note	2005 \$	2004 \$
<b>Current Assets</b>			
Cash assets	21(a)	764,288	366,760
Receivables	13	258,589	158,096
Inventories	14	10,241,337	6,142,244
Other current assets	15	29,143	14,381
<b>Total Current Assets</b>		<u>11,293,357</u>	<u>6,681,481</u>
<b>Non-Current Assets</b>			
Inventories	14	48,382,812	42,443,981
Property, plant and equipment	16	981,898	1,504,773
<b>Total Non-Current Assets</b>		<u>49,364,710</u>	<u>43,948,754</u>
<b>Total Assets</b>		<u>60,658,067</u>	<u>50,630,235</u>
<b>Current Liabilities</b>			
Payables	17	2,412,590	1,739,657
Provisions	18	143,138	91,188
<b>Total Current Liabilities</b>		<u>2,555,728</u>	<u>1,830,845</u>
<b>Non-Current Liabilities</b>			
Provisions	18	88,743	106,083
Interest-bearing liabilities	19	30,823,137	27,924,729
<b>Total Non-Current Liabilities</b>		<u>30,911,880</u>	<u>28,030,812</u>
<b>Total Liabilities</b>		<u>33,467,608</u>	<u>29,861,657</u>
<b>NET ASSETS</b>		<u><b>27,190,459</b></u>	<u><b>20,768,578</b></u>
<b>Equity</b>			
Contributed equity	20	14,150,000	14,150,000
Retained profits		<u>13,040,459</u>	<u>6,618,578</u>
<b>TOTAL EQUITY</b>		<u><b>27,190,459</b></u>	<u><b>20,768,578</b></u>

The Statement of Financial Position should be read in conjunction with the accompanying notes.

**MIDLAND REDEVELOPMENT AUTHORITY**  
**STATEMENT OF CASH FLOWS**  
*for the year ended 30 June 2005*

	Note	2005 \$	2004 \$
<b>CASH FLOWS FROM OPERATING ACTIVITIES</b>			
<b>Receipts</b>			
Proceeds from sale of land		16,887,205	3,191,165
Receipts from customers		614,595	644,486
GST receipts on sales		1,649,815	79,469
GST receipts from taxation authority		1,268,637	749,981
Interest received		42,902	14,234
<b>Payments</b>			
Employee costs, supplies and services		(19,633,782)	(11,395,614)
GST payments on purchases		(1,802,618)	(996,380)
GST payments to taxation authority		(1,161,981)	(214,689)
Borrowing costs		(333,187)	(49)
<b>Net cash used in operating activities</b>	21(b)	<u>(2,468,414)</u>	<u>(7,927,397)</u>
<b>CASH FLOWS FROM INVESTING ACTIVITIES</b>			
Purchase of non-current physical assets		<u>(32,466)</u>	<u>(54,456)</u>
<b>Net cash used in investing activities</b>		<u>(32,466)</u>	<u>(54,456)</u>
<b>CASH FLOWS FROM FINANCING ACTIVITIES</b>			
Proceeds from borrowings		6,898,408	7,652,808
Repayment of borrowings		<u>(4,000,000)</u>	<u>-</u>
<b>Net cash provided by financing activities</b>		<u>2,898,408</u>	<u>7,652,808</u>
<b>CASH FLOWS FROM STATE GOVERNMENT</b>			
Grants and subsidies		<u>-</u>	<u>675,000</u>
<b>Net cash provided by State Government</b>		<u>-</u>	<u>675,000</u>
<b>Net increase in cash held</b>		397,528	345,955
Cash assets at the beginning of the financial year		<u>366,760</u>	<u>20,805</u>
<b>Cash assets at the end of the financial year</b>	21(a)	<u><b>764,288</b></u>	<u><b>366,760</b></u>

The Statement of Cash Flows should be read in conjunction with the accompanying notes.



**MIDLAND REDEVELOPMENT AUTHORITY  
NOTES TO THE FINANCIAL STATEMENTS**

*for the year ended 30 June 2005*

**1 Significant Accounting Policies**

The following accounting policies have been adopted in the preparation of the financial statements. Unless otherwise stated these policies are consistent with those adopted in the previous year.

General statement

The financial statements constitute a general purpose financial report which has been prepared in accordance with Accounting Standards, Statements of Accounting Concepts and other authoritative pronouncements of the Australian Accounting Standards Board, and Urgent Issues Group (UIG) Consensus Views as applied by the Treasurer's Instructions. Several of these are modified by the Treasurer's Instructions to vary application, disclosure, format and wording. The Financial Administration and Audit Act and the Treasurer's Instructions are legislative provisions governing the preparation of financial statements and take precedence over Accounting Standards, Statements of Accounting Concepts and other authoritative pronouncements of the Australian Accounting Standards Board, and UIG Consensus Views. The modifications are intended to fulfill the requirements of general application to the public sector, together with the need for greater disclosure and also to satisfy accountability requirements.

If any such modification has a material or significant financial effect upon the reported results, details of that modification and where practicable, the resulting financial effect, are disclosed in individual notes to these financial statements.

Basis of accounting

The financial statements have been prepared on the accrual basis of accounting using the historical cost convention, except for certain assets and liabilities which, as noted, are measured at fair value.

**(a) Grants and other contributions revenue**

Grants, donations, gifts and other non-reciprocal contributions are recognised as revenue when the MRA obtains control over the assets comprising the contributions. Control is normally obtained upon their receipt.

Contributions are recognised at their fair value. Contributions of services are only recognised when a fair value can be reliably determined and the services would be purchased if not donated.

**(b) Revenue recognition**

Revenue from the sale of goods and disposal of other assets and the rendering of services, is recognised when the MRA has passed control of the goods or other assets or delivery of the service to the customer. Revenue from the sale of land is recognised on settlement.

**MIDLAND REDEVELOPMENT AUTHORITY  
NOTES TO THE FINANCIAL STATEMENTS**

*for the year ended 30 June 2005*

**(c) Acquisition of assets**

The cost method of accounting is used for all acquisitions of assets. Cost is measured as the fair value of the assets given up or liabilities undertaken at the date of acquisition plus incidental costs directly attributable to the acquisition.

Assets acquired at no cost or for nominal consideration, are initially recognised at their fair value at the date of acquisition.

Assets costing less than \$1,000 are expensed in the year of acquisition (other than where they form part of a group of similar items which are significant in total).

**(d) Depreciation of non-current assets**

All non-current assets having a limited useful life are systematically depreciated over their estimated useful lives in a manner which reflects the consumption of their future economic benefits.

Depreciation is calculated on the diminishing value basis, using rates which are reviewed annually. Rates for each class of depreciable asset are:

Furniture and equipment	10%
Computer equipment	25%
Property	2%
Leasehold and freehold improvements	20%

**(e) Revaluation of land and buildings**

The MRA has a policy of valuing land and buildings at fair value. The regular revaluation of the MRA's land and buildings undertaken by the Department of Land Information (Valuation Services) are recognised in the financial statements.

**(f) Leases**

The MRA has entered into a number of operating lease arrangements for motor vehicles where the lessors effectively retain all of the risks and benefits incident to ownership of the items held under the operating leases. Equal instalments of the lease payments are charged to the Statement of Financial Performance over the lease term as this is representative of the pattern of benefits to be derived from the leased property.

**(g) Cash**

For the purpose of the Statement of Cash Flows, cash includes cash on hand and in banks and investments. These include short-term deposits that are readily convertible to cash on hand and are subject to insignificant risk of changes in value.

**(h) Inventories**

Inventories comprising of land held for resale are valued at the lower of cost and net realisable value. Other costs incurred in bringing inventories to a saleable condition are recorded at cost. This includes costs associated with the design, development and other costs directly attributable to the land development.

**MIDLAND REDEVELOPMENT AUTHORITY  
NOTES TO THE FINANCIAL STATEMENTS**

*for the year ended 30 June 2005*

**(i) Receivables**

Receivables are recognised at the amounts receivable as they are due for settlement no more than 30 days from the date of recognition.

Collectability of receivables is reviewed on an ongoing basis. Debts which are known to be uncollectable are written off. A provision for doubtful debts is raised where some doubt as to collection exists and in any event where the debt is more than 60 days overdue.

**(j) Payables**

Payables, including accruals not yet billed, are recognised when the MRA becomes obliged to make future payments as a result of a purchase of assets or services. Payables are generally settled within 30 days.

**(k) Interest bearing liabilities**

Loan from the Western Australian Treasury Corporation are recorded at an amount equal to the net proceeds received.

**(i) Borrowing costs**

All borrowing costs are expensed in the period incurred, except for borrowing costs that are capitalised as part of a qualifying asset.

**(m) Employee benefits**

Annual leave

This benefit is recognised at the reporting date in respect of employees' services up to that date and is measured at the nominal amounts expected to be paid when the liabilities are settled.

Long service leave

The liability for long service leave expected to be settled within 12 months of the reporting date is recognised in the provisions for employee benefits, and is measured at the nominal amounts expected to be paid when the liability is settled. The liability for long service leave expected to be settled more than 12 months from the reporting date is recognised in the provisions for employee benefits and is measured at the present value of expected future payments to be made in respect of services provided by employees up to the reporting date. Consideration is given, when assessing expected future payments, to expected future wage and salary levels including relevant on costs, experience of employee departures and periods of service. Expected future payments are discounted using market yields at the reporting date on national government bonds with terms to maturity and currency that match, as closely as possible, the estimated future cash outflows.

## **MIDLAND REDEVELOPMENT AUTHORITY NOTES TO THE FINANCIAL STATEMENTS**

*for the year ended 30 June 2005*

### Superannuation

Staff may contribute to the Gold State Superannuation Scheme, a defined benefit and lump sum scheme now closed to new members. All staff who do not contribute to this scheme become non-contributory members of the West State Superannuation Scheme, an accumulation fund. The MRA contributes to this accumulation fund in compliance with the Commonwealth Government's Superannuation Guarantee (Administration) Act 1992. All of these schemes are administered by the Government Employees Superannuation Board (GESB).

From 30 June 2004, the Treasurer has assumed the liability for pension and pre-transfer benefit superannuation liabilities. The assumption was designated as a contribution by owners under TI 955(3)(iv) on 30 June 2004.

The liabilities for superannuation charges under the Gold State Superannuation Scheme and West State Superannuation Scheme are extinguished by payment of employer contributions to the GESB.

The note disclosure required by paragraph 6.10 of AASB 1028 (being the employer's share of the difference between employees' accrued superannuation benefits and the attributable net market value of plan assets) has not been provided. State scheme deficiencies are recognised by the State in its whole of government reporting. The GESB's records are not structured to provide the information for the MRA. Accordingly, deriving the information for the MRA is impractical under current arrangements, and thus any benefits thereof would be exceeded by the cost of obtaining the information.

### Employee benefit on-costs

Employee benefit on-costs, including payroll tax, are recognised and included in employee benefit liabilities and costs when the employee benefits to which they relate are recognised as liabilities and expenses.

#### **(n) Accrued salaries**

Accrued salaries represent the amount due to staff but unpaid at the end of the financial year, as the end of the last pay period for that financial year does not coincide with the end of the financial year. The MRA considers the carrying amount approximates net fair value.

#### **(o) Comparative figures**

Comparative figures are, where appropriate, reclassified so as to be comparable with the figures presented in the current financial year.

#### **(p) Rounding of amounts**

Amounts in the financial statements have been rounded to the nearest dollar, or in certain cases, to the nearest thousand dollars.

**MIDLAND REDEVELOPMENT AUTHORITY**  
**NOTES TO THE FINANCIAL STATEMENTS**  
*for the year ended 30 June 2005*

	2005 \$	2004 \$
<b>2 Trading profit</b>		
Sales	16,941,551	2,943,971
Cost of sales	(6,741,203)	(1,391,246)
Other selling costs	(673,590)	(287,693)
Trading profit	<u>9,526,758</u>	<u>1,265,032</u>
<b>3 Other revenues from ordinary activities</b>		
Development application fees	12,675	37,748
Recoup of expenses	104,625	66,092
Other Income	52,155	47,374
	<u>169,455</u>	<u>151,214</u>
<b>4 Employee expenses</b>		
Wages and salaries	493,364	442,938
Superannuation	59,389	57,142
Long service leave	23,904	61,094
Annual leave	(8,264)	8,983
Other related expenses <sup>(a)</sup>	30,957	11,580
	<u>599,350</u>	<u>581,737</u>
(a) These employee expenses include superannuation, worker's compensation premiums and other employment on-costs associated with the recognition of annual and long service leave liability. The related on-costs liability is included in employee benefit liabilities.		
<b>5 Supplies and services</b>		
Communications	19,814	20,168
Consultants and contractors	100,755	79,574
Consumables	47,164	33,127
Maintenance	4,433	1,184
Insurance premiums	93,385	91,645
Other costs	67,667	77,953
	<u>333,218</u>	<u>303,651</u>
<b>6 Depreciation expense</b>		
Furniture and equipment	8,120	9,261
Computer equipment	19,025	18,687
Property	-	26,957
Leasehold & freehold improvements	1,488	1,008
	<u>28,633</u>	<u>55,913</u>

**MIDLAND REDEVELOPMENT AUTHORITY**  
**NOTES TO THE FINANCIAL STATEMENTS**  
*for the year ended 30 June 2005*

	2005 \$	2004 \$
<b>7 Borrowing costs expense</b>		
Interest paid to Western Australian Treasury Corporation	333,187	263,179
Borrowing costs capitalised during the financial year	1,481,456	1,019,296
Weighted average capitalisation rate on funds borrowed generally	5.80%	5.76%
<b>8 Accommodation expenses</b>		
Lease rentals	50,000	4,000
Cleaning	16,669	15,526
Other occupancy costs	33,675	7,193
	100,344	26,719
<b>9 Property maintenance</b>		
Workshops miscellaneous	171,485	157,450
Workshops site security	271,632	310,850
Workshops breakdown maintenance	83,389	44,943
Workshops routine maintenance	232,243	60,484
Workshops restorative maintenance	114,301	82,274
Legal advice - property leasing	328	5,494
	873,378	661,495
<b>10 Net loss on disposal of non-current assets</b>		
<u>Loss on disposal of non-current assets</u>		
Computer equipment	4,096	-
Net loss	4,096	-
<b>11 Other expenses from ordinary activities</b>		
Corporate marketing	125,386	4,280
Advertising, public relations	411,196	395,202
Donations and other	24,286	29,034
Motor vehicles and travel	80,234	46,250
Surrender of lease <sup>(a)</sup>	275,000	-
Asset revaluation decrement (see note 16)	522,612	-
	1,438,714	474,766
<b>12 Grants and subsidies from State Government</b>	-	675,000

(a) During the financial year, the MRA has purchased the leasing rights from the Eastern Region Business and Enterprise Arts Centre Inc. for the control of Building One of the former Midland Enterprise Centre as part of its redevelopment of Juniper Gardens precinct.

**MIDLAND REDEVELOPMENT AUTHORITY**  
**NOTES TO THE FINANCIAL STATEMENTS**  
*for the year ended 30 June 2005*

	2005 \$	2004 \$
<b>13 Receivables</b>		
GST Receivable	168,411	122,264
Other debtors	90,178	35,832
	<u>258,589</u>	<u>158,096</u>
<b>14 Inventories</b>		
<p>Inventories consist of land held for resale and associated development expenses. The cost of inventories represents items of planning, design, project management, demolition, lease purchases environmental studies and land grants in relation to the project development. These costs will be recovered from the development and sale of freehold land transferred to the MRA from the Government of Western Australia. Development expenses capitalised include all costs directly attributable to the development project.</p>		
Current	10,241,337	6,142,244
Non-current	48,382,812	42,443,981
	<u>58,624,149</u>	<u>48,586,225</u>
Consisting of		
Land held for resale		
Land transferred to MRA from Government <sup>(a)</sup>	20,185,000	20,185,000
Development expenses capitalised <sup>(b)</sup>	48,333,856	31,554,729
Allocated to cost of goods sold	(9,894,707)	(3,153,504)
	<u>58,624,149</u>	<u>48,586,225</u>
<p>(a) The most recent valuation of land held for resale, which have not been recognised in the financial statements, were market valuations by the Valuer General's Office at 1 July 2004. The value of \$42,178,500 is based on current-use. The MRA's internal budgets indicate that the realisation value of the land when developed and sold exceeds the carrying value.</p> <p>(b) Includes payment to other Government Agencies for development costs incurred during 1999/2001 prior to the Establishment of the MRA.</p>		
<b>15 Other current assets</b>		
Prepayments	29,143	14,381
<b>16 Property, plant and equipment</b>		
Property		
Railway Institute Building - at cost	-	1,348,747
Accumulated depreciation	-	(26,957)
Railway Institute Building - at fair value <sup>(a)</sup>	800,000	-
	<u>800,000</u>	<u>1,321,790</u>

**MIDLAND REDEVELOPMENT AUTHORITY**  
**NOTES TO THE FINANCIAL STATEMENTS**  
*for the year ended 30 June 2005*

	2005 \$	2004 \$
<b>16 Property, plant and equipment (continued)</b>		
Leasehold & freehold improvements		
At cost	46,271	38,497
Accumulated depreciation	<u>(7,444)</u>	<u>(5,956)</u>
	<u>38,827</u>	<u>32,541</u>
Furniture and equipment		
At cost	123,130	107,226
Accumulated depreciation	<u>(39,518)</u>	<u>(31,398)</u>
	<u>83,612</u>	<u>75,828</u>
Computer equipment		
At cost	129,880	147,729
Accumulated depreciation	<u>(70,421)</u>	<u>(73,115)</u>
	<u>59,459</u>	<u>74,614</u>
	<u>981,898</u>	<u>1,504,773</u>

- (a) The revaluation of land and buildings was performed during the year ended June 2005 in accordance with an independent valuation by the Department of Land Information (Valuation Services). Fair value has been determined on the basis of current market buying values. The valuation was made in accordance with a policy of regular revaluation.

**Reconciliations**

Reconciliations of the carrying amounts of property, plant and equipment at the beginning and end of the current financial year are set out below.

	Furniture and equipment	Computer equipment	Leasehold & freehold improvements	Property	Total
2005	\$	\$	\$	\$	\$
Carrying amount at start of year	75,828	74,614	32,541	1,321,790	1,504,773
Additions	15,904	7,966	7,774	822	32,466
Disposals	-	(4,096)	-	-	(4,096)
Revaluation increments/(decrements)	-	-	-	(522,612)	(522,612)
Depreciation	(8,120)	(19,025)	(1,488)	-	(28,633)
Write-off of assets	-	-	-	-	-
Carrying amount at end of year	<u>83,612</u>	<u>59,459</u>	<u>38,827</u>	<u>800,000</u>	<u>981,898</u>



**MIDLAND REDEVELOPMENT AUTHORITY**  
**NOTES TO THE FINANCIAL STATEMENTS**  
*for the year ended 30 June 2005*

	2005 \$	2004 \$
<b>17 Payables</b>		
Trade payables	1,778,720	1,214,719
Audit fees	23,750	29,562
Accrued expenses	504,512	387,851
Contract retentions	105,608	107,525
	2,412,590	1,739,657
<b>18 Provisions</b>		
Employee benefits		
Current		
Annual leave	48,892	57,156
Long service leave	81,993	34,032
Other employee benefits <sup>(a)</sup>	12,253	-
	143,138	91,188
Non-current		
Long service leave	82,026	106,083
Other employee benefits <sup>(a)</sup>	6,717	-
	88,743	106,083
 (a) The settlement of annual and long service leave liabilities gives rise to the payment of employment on-costs including superannuation, payroll tax and workers compensation premiums. The liability for such on-costs is included here. The associated expense is included under Other related expenses (under Employee expenses).		
The MRA considers the carrying amount of employee benefits to approximate the net fair value.		
<u>Employee Benefit Liabilities</u>		
The aggregate employee benefit liability recognised and included in the financial statements is as follows:		
Provision for employee benefits		
Current	143,138	91,188
Non-current	88,743	106,083
	231,881	197,271
<b>19 Interest bearing liabilities</b>		
Borrowings from Western Australian Treasury Corporation	30,823,137	27,924,729
<b>20 Equity</b>		
Contributed equity		
Opening balance	14,150,000	14,150,000
Capital contribution	-	-
Closing balance	14,150,000	14,150,000

**MIDLAND REDEVELOPMENT AUTHORITY**  
**NOTES TO THE FINANCIAL STATEMENTS**  
*for the year ended 30 June 2005*

	2005 \$	2004 \$
<b>20 Equity (continued)</b>		
Retained profits		
Opening balance	6,618,578	6,775,259
Net profit/(loss)	6,421,881	(156,681)
Closing balance	<u>13,040,459</u>	<u>6,618,578</u>
<b>21 Notes to the Statement of Cash Flows</b>		
(a) Reconciliation of cash		
Cash at the end of the financial year as shown in the Statement of Cash Flows is reconciled to the related items in the Statement of Financial Position as follows:		
Bank account	764,038	366,510
Cash on hand	250	250
Total cash assets	<u>764,288</u>	<u>366,760</u>
(b) Reconciliation of net profit/(loss) to net cash used in operating activities		
Net profit/(loss)	6,421,881	(156,681)
Non-cash and non-operating items:		
Depreciation expense	28,633	55,913
Grants and subsidies from State Government	-	(675,000)
Loss on disposal of non-current assets	4,096	-
Asset revaluation decrement	522,612	-
(Increase)/decrease in assets:		
Current receivables	(54,346)	292,720
Property, plant and equipment	-	(1,377,145)
Current inventories	(4,099,093)	(2,318,035)
Other current assets	(14,762)	6,858
Non-current inventories	(5,938,831)	(4,386,243)
Increase/(decrease) in liabilities:		
Current payables	672,933	518,544
Current provisions	51,950	11,122
Non-current provisions	(17,340)	58,955
Change in GST receivables	<u>(46,147)</u>	<u>41,595</u>
Net cash used in operating activities	<u>(2,468,414)</u>	<u>(7,927,397)</u>

**MIDLAND REDEVELOPMENT AUTHORITY**  
**NOTES TO THE FINANCIAL STATEMENTS**  
*for the year ended 30 June 2005*

	2005 \$	2004 \$
<b>22 Commitments</b>		
(a) Capital expenditure commitments		
Capital expenditure commitments, being contracted capital expenditure additional to the amounts reported in the financial statements, are payable as follows:		
Within 1 year	1,672,190	1,275,000
Later than 1 year and not later than 5 years	-	-
Later than 5 years	-	-
	<u>1,672,190</u>	<u>1,275,000</u>
The capital commitments include amounts for:		
Inventories	<u>1,672,190</u>	<u>1,275,000</u>
(b) Non cancellable operating lease commitments		
Commitments for minimum lease payments are payable as follows:		
Within 1 year	21,520	19,915
Later than 1 year and not later than 5 years	12,424	8,276
Later than 5 years	-	-
	<u>33,944</u>	<u>28,191</u>
(c) Lease commitments receivable		
Minimum lease commitments payable to the MRA are as follows:		
Within 1 year	221,100	-
Later than 1 year and not later than 5 years	234,000	-
Later than 5 years	-	-
	<u>455,100</u>	<u>-</u>

These commitments are all inclusive of GST.

**23 Contingent liabilities and contingent assets**

There were no contingent liabilities and contingent assets that would materially affect the MRA.

**24 Events occurring after the balance sheet date**

The MRA is not aware of any matters or circumstances that have arisen since the end of the financial year to the date of this report which has significantly affected or may significantly affect the activities of the MRA, the results of those activities or the state of affairs of the MRA in the ensuing or any subsequent year.

**MIDLAND REDEVELOPMENT AUTHORITY**  
**NOTES TO THE FINANCIAL STATEMENTS**  
*for the year ended 30 June 2005*

**25 Explanatory statements**

**(i) Significant variations between estimates and actual results for the financial year.**

Details and reasons for significant variations between estimates and actual results are detailed below. Significant variations are considered to be those greater than 10% and \$50,000.

	Notes	2005 Actual \$	2005 Estimates \$	Variance \$	
Sales	i	16,941,551	18,257,425	(1,315,874)	(7%)
Lease income	ii	445,140	246,659	198,481	80%
Interest revenue		42,902	-	42,902	0%
Other revenues from ordinary activities		169,455	-	169,455	0%
Cost of sales and other selling costs	i	7,414,793	11,870,185	(4,455,392)	(38%)
Employee expenses		599,350	621,147	(21,797)	(4%)
Supplies and services	iii	333,218	279,317	53,901	19%
Depreciation expense		28,633	28,000	633	2%
Borrowing cost expense		333,187	-	333,187	0%
Accommodation expenses	iv	100,344	25,500	74,844	294%
Members allowances		51,454	55,000	(3,546)	(6%)
Property maintenance	v	873,378	783,500	89,878	11%
Carrying amount of non-current assets disposed of		4,096	-	4,096	0%
Other expenses from ordinary activities	vi	1,438,714	372,777	1,065,937	286%

**Explanation of variances**

(i) Sales and related cost of sales

The variance is due to expected land sales not realised during the financial year. Unrealised land sales include the sales deferral of the planned redeveloped Midland Saleyards operated by the WA Meat Industry Authority.

(ii) Lease income

The variance is due to additional lease agreements made during the financial year including the lease of the Works Manager's Building and the sub-lease of Building Block 1 to various parties.

(iii) Supplies and services

The variance is due to higher insurance premiums paid during the financial year as well as consultancy costs in relation to specialist taxation advice not provided for.

(iv) Accommodation expenses

The variance is due to the leasing arrangements made with the Australian Historical Railway Society not previously forecasted and office alterations within the Railway Institute Building.

(v) Property maintenance

The variance is due to increased frequency of maintenance on the Railway Workshops and Midland Central Sites. Variance is also due to increased costs for landscaping and maintenance brought about by the construction, redevelopment and general improvement of facilities.

(vi) Other expenses from ordinary activities

The variance is due to the asset revaluation decrement not provided for during the financial year. The variance is also due to the payment made to the Eastern Region Business and Enterprise Arts Centre not provided for during the financial year (see note 11).

**MIDLAND REDEVELOPMENT AUTHORITY**  
**NOTES TO THE FINANCIAL STATEMENTS**  
*for the year ended 30 June 2005*

**25 Explanatory statements (continued)**

**(ii) Significant variations between actual revenues and expenditures for the financial year and revenues and expenditures for the immediately preceding financial year.**

Details and reasons for significant variations between actual results with the corresponding items of the preceding year are detailed below. Significant variations are considered to be those greater than \$100,000.

	Notes	2005 \$	2004 \$	Variance \$	
Sales	i	16,941,551	2,943,971	13,997,580	475%
Lease income	ii	445,140	146,941	298,199	203%
Interest revenue		42,902	14,234	28,668	201%
Other revenues from ordinary activities		169,455	151,214	18,241	12%
Cost of sales and other selling costs	i	7,414,793	1,678,939	5,735,854	342%
Employee expenses		599,350	581,737	17,613	3%
Supplies and services		333,218	303,651	29,567	10%
Depreciation expense		28,633	55,913	(27,280)	(49%)
Borrowing cost expense		333,187	263,179	70,008	27%
Accommodation expenses		100,344	26,719	73,625	276%
Members allowances		51,454	41,642	9,812	24%
Property maintenance	iii	873,378	661,495	211,883	32%
Carrying amount of non-current assets disposed of		4,096		4,096	0%
Other expenses from ordinary activities	iv	1,438,714	474,766	963,948	203%

**Explanation of variances**

(i) Sales and related cost of sales

The variance is due to commercial and residential land sales within the City Centre, Clayton Precinct and Helena Precinct (Woodbridge Lakes).

(ii) Lease income

The variance is due to additional lease agreements signed during the financial year for the rent of several buildings within the former Midland Railway Workshops. This includes Building Block 1 and the Works Manager's Building.

(iii) Property maintenance

The variance is due to increased frequency of maintenance on the Railway Workshops and Midland Central Sites. Variance is also due to increased costs for landscaping and maintenance brought about by the construction, redevelopment and general improvement of facilities.

(iv) Other expenses from ordinary activities

The variance is due to the asset revaluation decrement recognised during the financial year. The variance is also due to the payment made to the Eastern Region Business and Enterprise Arts Centre (see note 11).

**MIDLAND REDEVELOPMENT AUTHORITY**  
**NOTES TO THE FINANCIAL STATEMENTS**  
*for the year ended 30 June 2005*

**26 Financial instruments**

(a) Interest rate risk exposures

The MRA's exposure to interest rate risk and weighted average interest for financial assets is set out below.

	Weighted average effective interest rate	Variable Rate	Fixed interest rate maturity			Non- Interest Bearing	Total
			Less than 1 year	1 to 5 years	More than 5 years		
<b>2005</b>	%	\$000	\$000	\$000	\$000	\$000	\$000
<b>Financial Assets</b>							
Cash assets	5.00	764	-	-	-	-	764
Receivables		-	-	-	-	259	259
		<u>764</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>259</u>	<u>1,023</u>
<b>Financial Liabilities</b>							
Payables		-	-	-	-	2,413	2,413
Interest-bearing liabilities	5.80	-	10,197	9,706	10,920	-	30,823
		<u>-</u>	<u>10,197</u>	<u>9,706</u>	<u>10,920</u>	<u>2,413</u>	<u>33,236</u>
<b>2004</b>							
Financial assets	5.00	367	-	-	-	158	525
Financial liabilities	5.76	-	10,329	7,819	9,777	1,740	29,665

(b) Credit risk exposures

The carrying amount of financial assets recorded in the financial statements, net of any provisions for losses, represents the MRA's maximum exposure to credit risk without taking account of the value of any collateral or other security obtained.

(c) Net fair values

The carrying amount of financial assets and financial liabilities recorded in the financial statements are not materially different from their net fair values, determined in accordance with the accounting policies disclosed in note 1 to the financial statements.

**MIDLAND REDEVELOPMENT AUTHORITY**  
**NOTES TO THE FINANCIAL STATEMENTS**  
*for the year ended 30 June 2005*

**27 Remuneration of members of the Accountable Authority and senior officers**

Remuneration of members of the Accountable Authority

The number of members of the Accountable Authority, whose total of fees, salaries, superannuation and other benefits for the financial year, fall within the following bands are:

\$	2005	2004
0 - 10,000	3	4
10,001 - 20,000	1	-
20,001 - 30,000	1	1

The total remuneration of the members of the Accountable Authority is:

\$52,004	\$44,224
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The superannuation included here represents the superannuation expense incurred by the MRA in respect of members of the Accountable Authority.

No members of the Accountable Authority are members of the Pension Scheme.

Remuneration of senior officers

The number of senior officers other than senior officers reported as members of the Accountable Authority, whose total of fees, salaries, superannuation and other benefits for the financial year, fall within the following bands are:

\$	2005	2004
90,001 - 100,000	1	3
100,001 - 110,000	2	-
140,001 - 150,000	1	1

The total remuneration of senior officers is:

\$457,314	\$427,321
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The superannuation included here represents the superannuation expense incurred by the MRA in respect of senior officers other than senior officers reported as members of the Accountable Authority.

No senior officers are members of the Pension Scheme.

**28 Related bodies and affiliated bodies**

The MRA does not provide any assistance to other bodies which would deem them to be regarded as related or affiliated bodies under the definitions included in Treasurer's Instruction 951 Related and Affiliated Bodies.

**MIDLAND REDEVELOPMENT AUTHORITY**  
**NOTES TO THE FINANCIAL STATEMENTS**  
*for the year ended 30 June 2005*

	2005 \$	2004 \$
<b>29 Remuneration of auditor</b>		
Remuneration to the Auditor General for the financial year is as follows:		
Auditing the accounts, financial statements and performance indicators	18,000	16,500
<b>30 Supplementary financial information</b>		
<u>Write-offs</u>		
Amounts written off during the financial year	-	-
<u>Losses through theft, defaults and other causes</u>		
Losses of public moneys and public and other property through theft or default	-	-
Amount recovered	-	-
<u>Gifts of public property</u>		
Gifts of public property provided by the MRA	-	-



**MIDLAND REDEVELOPMENT AUTHORITY**  
**NOTES TO THE FINANCIAL STATEMENTS**  
*for the year ended 30 June 2005*

**31 Impact of adopting Australian Equivalents to IFRS**

The Australian Accounting Standards Board (AASB) is adopting the Standards of the International Accounting Standards Board (IASB) for application to reporting periods beginning on or after 1 January 2005. AASB 1047 'Disclosing the Impacts of Adopting Australian Equivalents to International Financial Reporting Standards' requires financial reports with reporting periods ending on 30 June 2005 to disclose any known or reliably estimable information about the impacts on the financial report had it been prepared using the Australian equivalents to IFRS.

The impact of adopting AIFRS including the key differences in accounting policies

Reconciliation of total equity as presented under previous AGAAP to that under AIFRS:

	Notes	30 June 2005 \$	1 July 2004 \$
Total equity under previous AGAAP		27,190,459	20,768,578
Adjustments to retained profits:			
Reclassify computer software as intangibles	(i)		
Property plant and equipment		(6,519)	(10,172)
Intangible asset		6,519	10,172
Total equity under AIFRS		<u>27,190,459</u>	<u>20,768,578</u>

(i) AASB 138 prescribes that computer software that is an integral part of the related hardware be treated as property, plant and equipment. Other software licences should be treated as an intangible asset. Software licences that are not integral to the operation of any computer hardware were identified. These are reclassified as intangible assets under AIFRS.

Reconciliation of net profit for the period as presented under previous AGAAP to that under AIFRS:

	Notes	30 June 2005 \$	1 July 2004 \$
Net profit for the period under previous AGAAP		6,421,881	(156,681)
No adjustments identified		-	-
Net profit for the period under AIFRS		<u>6,421,881</u>	<u>(156,681)</u>

There is no impact on the Cash Flow Statement of the MRA.

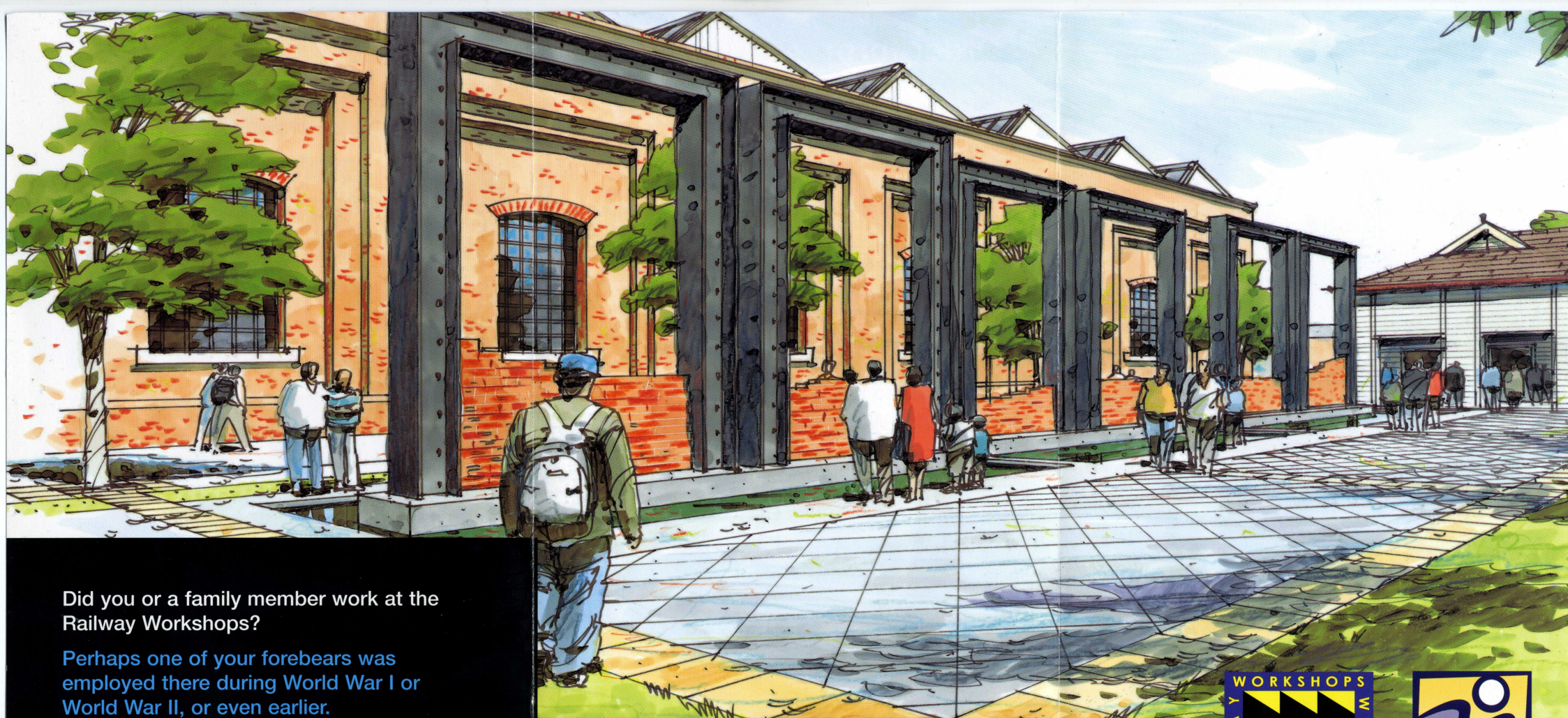
## ***Publications***

The principal publications of the MRA during the year were:

- *Midland Redevelopment Authority Annual Report 2003/2004*
- Consolidated Redevelopment Scheme
- *The Midlander* newsletter (summer 2005)
- *Midland Metro Concept Plan 2010 report* and summary brochure
- Large Format Retail Policy
- Car parking (revised policy)
- Design guidelines for Woodbridge Lakes, the large format retail area in Clayton precinct and The Crescent 1B (revised guidelines).

All publications can be downloaded from the MRA's website [www.mra.wa.gov.au](http://www.mra.wa.gov.au).





Did you or a family member work at the Railway Workshops?

Perhaps one of your forebears was employed there during World War I or World War II, or even earlier.

In its 90-year history as one of Western Australia's most important industrial sites, the Workshops employed tens of thousands of people.

As a permanent tribute to those men and women, and to preserve the site's links to the Western Australian community, the Midland Redevelopment Authority is building a wall of bricks carrying their names.

If your family tree has a branch at the Workshops, you can help to build the Workshops Workers' Wall.

From 1904 to 1994, the Railway Workshops trained and employed some of the country's finest tradesmen. Women worked there too, including as munitions workers during World War II.

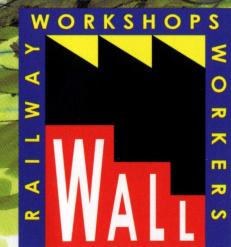
Many Western Australians are related to those workers.

For \$25 you can buy a brick and have your or your relative's name stamped on it.

Your brick will be laid in the section of the Workers' Wall representing the era when

you or your relative worked there (for example, the 'Between the Wars' section).

You will be notified when your brick becomes part of the wall, and invited to come and see it.



**MIDLAND**  
REDEVELOPMENT  
AUTHORITY